

# AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, NOVEMBER 2, 1833.

[VOLUME II.—No. 44.]

## CONTENTS :

Editorial Notices ; Chemung Canal ; Troy and Ballston Railroad ; Saratoga Railroad, &c.....	page 689
On the Equilibration of Semi-Circular and Semi-Elliptical Arches, &c. ; Rutter's New Process for Generating Heat.....	690
Bristol and London Railway ; Travelling by Steam on Common Roads ; Application of Steam ; Steamboats with Paddles in the Stern .....	691
Termination of the Providence and Boston Railroad ; To prevent injury from Boilers ; Improved Railway ; Curious Facts and Experiments .....	692
Curious Clock ; Sea Weed Banks, &c.....	693
Apparatus for setting in motion, stopping, or reversing the Steam Engine ; The Received Theory of Rain ; Babbage on the Economy of Manufactures, continued.....	694
Agriculture, &c.....	696
Literary Notices.....	698
Summary ; Advertisements, &c.....	700-1-2-3
Marriages and Deaths ; New-York Prices Current, &c.....	704

## AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, NOVEMBER 2, 1833.

☞ **RAILROAD JOURNAL.**—In order to meet the wishes of several gentlemen, who are friendly to the Journal, and desirous to obtain it in a more convenient form than in weekly numbers, residing remote from any agent for the work, through whom it can be obtained in bound volumes—I have concluded to put up the past and current volumes in four parts to the year, or thirteen numbers each, stitched in a cover of colored paper, which may be forwarded by mail to any part of the Union, on the same terms as ordinary magazines ; or 1½ cent a sheet for under, and 2½ cents a sheet of 16 pages, for any distance over 100 miles. By this arrangement the work may be obtained in any part of the country, by mail, in a convenient form for preservation, at a trifling expense of postage.

\* \* \* Those editors, with whom we exchange, will greatly oblige us by giving this one or more insertions.

☞ With this number of the Journal, I forward to each subscriber a Title Page and Index, for the first, and one half of the second year, of the Railroad Journal, divided into parts of six months each, that those who have preserved the work from its commencement, may be enabled to bind it in part, or whole volumes, as they may prefer. It will be observed that one sheet contains a title page and index for parts 1 and 2, of volume 1 ; and that the other sheet contains a title page and index to the first six

months, or from January 1 to July 1, of the present volume, together with a repetition of the statement made by me in the Journal, a few weeks since, relative to its continuance, which, I trust, will induce some of its friends to aid me in obtaining the necessary number of subscribers to insure its continuance *for many years yet to come.*

To the Editor of the American Railroad Journal :

OWEGO, Oct. 28th, 1833.

Mr. Editor : Sir—Allow me to make the inquiry, why notices of the *lettings* of different public works are not noticed in *your* paper ? as it is a paper to which all *engineers*, railroad companies, and contractors, ought to have access, in a greater or less degree ; and as its support is chiefly derived from such men, or, especially at the present time, from those who have charge of public works. It would only require an invitation from you, to have all such notices forwarded, to have it done ; and as soon as contractors find that your paper contains all such notices, in addition to the important matter now treated upon, almost every man following the contracting business would at once subscribe for it, if for no other purpose than to have correct information, when different public works are to be let. An experiment of this kind would not be expensive, and I am very certain it would be the means of giving your useful paper a great circulation.

Yours, respectfully,

A Contractor on the Ithaca and Owego Railroad.

P. S. If you adopt the abovementioned course, I will warrant at least, twenty-five new subscribers within two months after such general request is made to engineers, and men having charge of public works, or at least after the first notice is inserted.

REMARKS.—The above communication is cheerfully inserted, but it is proper that we should observe, that we have more than once requested engineers and railroad companies to furnish us with statements, not only of the *time* when they will receive proposals or bids, from contractors, but also the *rates* at which the contracts are made, as well as such other information as may be of service to those who desire to engage in the business. We have often, and will now again observe, that the object of the Journal is to give the earliest, the most accurate, and the greatest possible amount of useful information upon the subjects to which it is devoted ; and, therefore, will again

request that railroad companies, engineers, and contractors, will furnish us with all such matters, occurrences, and intelligence, as will tend to promote the cause of Internal Improvements, and thereby promote *their own*, as well as the interest of the Journal and its proprietor.

☞ As we have so readily complied with "A Contractor's" suggestion, we trust he will also do his part in forwarding the "twenty-five subscribers" he was so good as to guarantee.

**RAILROAD MEETING.**—The railroad meeting to-day, says the Augusta Courier, of the 16th ultimo, adopted the report of the committee, without a dissenting voice. The report, says the same paper, closes with the following resolution :

"Resolved, That the citizens of Richmond County will co-operate in the proposed construction of Railroads to Athens and Eatonton, and will send delegates to attend the conference to be held at Greensboro', on Monday, the 21st instant."—[Georgian.]

The Troy and Ballston Railroad is to be put under contract immediately. It will be finished in July next. H. Y. Sargent, of Mechanicville, is the Engineer in Chief.—[Albany Daily Advertiser.]

**CHEMUNG CANAL.**—The citizens of Elmira were gratified on Tuesday last with the view of three Boats, moored in the Elmira Basin, which had arrived the previous evening, laden with about 120 tons of merchandize. Two of them had received their cargoes in the city of New-York. They are the first arrivals direct from our great commercial emporium ; and the busy and business aspect of our streets during the day was hailed as the commencement of a new era in the trade of our village.—[Elmira Gaz.]

**MR. RUTTER'S GRAND DISCOVERY.**—"If real," says an esteemed correspondent, "it will change the face of the world. To convert water into fire has been long a favorite speculation with philosophers, though hitherto the practical means of accomplishing it have constantly eluded their research. Among others who have distinctly pre-figured the discovery, and one of the greatest advantages to be derived from it, namely, its application to steam navigation, I may mention your ingenious friend, Junius Redivivus, who, in his 'Tale of Tucuman,' has these lines :

'Combustion's principle resides in water ;  
And if we decompose it, hydrogen,  
Thus gathered, may be used as burning matter,  
To drive our merchant prows across the main.'



*On the Equilibration of Semi-Circular and Semi-Elliptical Arches; with an Inquiry into the Causes which have sustained, for a great number of years, some Stone Bridges, erected without regard to the true Theory of Arches.*

By VAN DE GRAAFF. [For the American Railroad Journal.]

It has been observed by some writers, that semi-circular or semi-elliptical arches are nearly in equilibrio when the roadway is horizontal; but this can only be admitted as true when the arch has a certain determinate thickness at the crown. As an illustration, it may be observed, that the thickness at the crown can be varied in such a manner as to cause the curve of perfect equilibrium to fall either within or without the given arch at the flanks; and there will therefore evidently exist, between those two extremes, a certain quantity of weight at the crown, which will have the best effect towards equilibrating the proposed arch: and this is the quantity which must be sought, when that curve is to be employed as an arch, for it gives the only case in which a correct view of the common analysis will indicate the ellipsis as approaching the true curve within judicious limits.

The method to be pursued in this investigation will be obvious enough, to the mathematical reader, from the hint given above, and I will therefore only show the result in the following Theorem:

In constructing, with a horizontal roadway, a semi-circular or a semi-elliptical arch, whether it be flat, as with the transverse axis horizontal, or surmounted, as with that axis vertical. I say, the most advantageous condition, with respect to equilibrium, will be obtained when the roadway and abutments, or piers, are so adjusted as to produce a thickness at the crown, including the ring and all the superincumbent matter estimated as reduced to the same specific gravity with it, equal to one seventh part of the rise of the arch.

The method of obtaining the most judicious ellipsis, when a segment only is required, has been already explained in a preceding number of this journal, but the following fact is thought by many to be a sufficient reason for disregarding the results of theory: "*Bridges which have not been equilibrated have endured for ages, and appear likely to endure till the materials of which they are composed crumble away.*" This experimental result contradicts not the mathematical principles of mechanics; for it must be remembered that such bridges, hitherto found to remain secure in consequence of the friction and adhesion of their materials, have only been subject to the action of loads passing over them at a very slow rate; in which case there was no tremulous motion communicated to the arch: but it is the uniform result of all experience, that friction is much reduced when the slightest motion takes place; and thus an arch which might stand for centuries, if suffered to remain perfectly quiescent, would soon tumble down from the effect of small but repeated jarrings, when the various parts do not mutually incline to sustain each other.

To adopt such a system of building would therefore be particularly vicious on a line of railroad, where steam is used as a moving power, for heavy locomotive engines, moving over a bridge with great speed, will communicate a tremulous motion to all the materials laid upon the back of the arch; and which, although it will not be sensible in the first instance, cannot fail, by frequent repetitions, to have a pernicious result, if the arch be not truly balanced; and as there is a probability of great advances, for many years to come, in the power and speed of locomotive engines, it is very necessary to an-

ticipate their effect, and to construct at the present time, as far as practicable, works proper to meet such events.

The theory of arches is built upon the supposition that the superincumbent matter is possessed of gravity alone, without any adhesive quality; and that the ring of the arch is susceptible of sustaining no lateral thrust, but only capable of resisting a longitudinal compression: and these are correct suppositions, for the ring of an arch will sustain without injury a very great thrust longitudinally, but is easily broken with a lateral pressure. When circular or elliptical arches are not equilibrated, the ring is continually strained at the flanks by a disposition to shove outward; and when this movement ever takes place, it gives room for the crown to fall in, and it is chiefly the friction, or the adhesive quality of the superincumbent matter, which prevents that effect in every instance in which such arches are not equilibrated. But when an arch is properly balanced, the experiment mentioned above is sufficient to justify a full confidence in the belief that cohesion and friction will be amply sufficient to insure stability during the small time in which a load is passing over the bridge—even when such a load is much heavier, and moved with greater velocity, than those which have hitherto been transported over bridges erected without regard to their equilibration.

An equilibrated arch will bear a considerable degree of tremor without injury; and they only require a little more care in their construction. The subject is one of deep interest, not only to the engineer, but to all who have money invested in such works.

V. D. G.

Lexington, Ky. Oct. 1st, 1833.

*Mr. Rutter's New Process for generating Heat.*  
[From the London Mechanics' Magazine.]

We have now the pleasure of laying before our readers the first detailed and authentic account which has yet appeared of the new mode of generating heat, discovered and patented by our esteemed friend Mr. Rutter, and which, to use the words of a correspondent, quoted in our last number, seems destined "to change the face of the world." The heat obtained is, we understand, extremely intense, very uniform, and, what we scarcely expected to find would be the case, perfectly manageable. The process has been in successful use at the Salisbury Gas Works ever since the patent was taken out, and it has also been tried on board of a steam vessel, off Lymington, with equally gratifying results. The following details of the process we extract from a copy of Mr. Rutter's Scotch specification, with which he has obligingly favored us—his English and Irish specifications have yet to be enrolled:

"My invention of an improved process for generating heat, applicable to the heating of boilers and retorts, and to other purposes for which heat is required, consists in the employment of bituminous, oleaginous, resinous, waxy, or fatty substances, in a liquid state, and in conjunction with water as fuel, in manner hereinafter described. I carry my said improved process into effect in manner following, that is to say, by allowing or causing one or more of the said bituminous, oleaginous, resinous, waxy, or fatty substances, as coal tar, for instance, to flow from a cistern or other vessel suitably placed, through a pipe or other convenient channel, into a spout or funnel communicating with the interior of an enclosed fire-place or furnace, and at the same time allowing or causing water to flow from a cistern or vessel, placed in a suitable or convenient situation, through another pipe, or other convenient channel, into the before-mentioned spout or funnel, in which spout or funnel they are allowed or caused to flow or drop simultaneously upon a fire previously kindled and burning within the before-mentioned enclosed fire-place or furnace, subject to the regulations hereinafter mentioned or described. It is not essential that the coal tar, or other of the before-mentioned substances, should first come

into contact with the water in the spout which communicates with the interior of the enclosed fire-place or furnace. Indeed, I rather prefer that they should first come in contact with each other in a funnel at some little distance from the furnace, and from thence be allowed to flow together, through a convenient channel, to the spout by which they are admitted into the interior of the fire-place or furnace; but the tar or other substance, and the water, should be in contact prior to or at their entrance into the fire-place or furnace, and being so in contact should fall simultaneously upon the fire so burning within the fire-place or furnace; and if the fire-place or furnace be large, two or more of the spouts or channels for introducing the coal tar, or other substances, and water together, may be adapted to such fire-place or furnace in such manner and at such distances from each other as may be found most convenient. The stream of coal tar, or other of the before-mentioned substances, and of water respectively, is or may be regulated by means of stop-cocks or valves, either in or attached to the cistern or other vessel, or in any of the pipes or channels before-mentioned. The spout or other channel through which the coal tar, or other of the before-mentioned substances, and the water, are introduced into the interior of the enclosed fire-place or furnace, should be left open, so that a supply of atmospheric air may thereby be admitted to the said enclosed fire-place or furnace, care being taken that too large a supply of atmospheric air be not admitted. Although I prefer the heating, inflaming, and decomposing surface of a fire, burning within an enclosed fire-place or furnace, as aforesaid, in carrying my said improved process into effect, as most favorable to the complete and effectual combustion of the coal tar, or other of the before-mentioned substances, in conjunction with water as aforesaid, yet the same is not absolutely essential to the said process, for the combustion of the coal tar, or other of the before-mentioned substances, in conjunction with water, may be effected in a furnace, oven, or other close vessel, previously heated, and afterwards kept at a proper degree of heat, either by heat disengaged within the said furnace, oven, or close vessel, or by heat being applied externally, or in any other way that shall be found most convenient. It is not essential that the water employed in my said improved process should be fresh or pure water, for sea water and impure water, such as the bilge water in ships, and the ammoniacal liquor in gas works, will answer the purpose. The respective quantities and properties of coal tar, or other of the before-mentioned substances, and of water, proper to be admitted or introduced into the enclosed fire-place or furnace, oven, or other close vessel, will be found to vary according to circumstances and the materials used. The proportions of coal tar and water, which I have found productive of a good result, are one gallon of coal tar, to be used simultaneously with one gallon and a half of water, and these qualities should be so regulated as not to fall upon the fire or other heated surface, as before-mentioned, in much less than two or three hours; but the proper proportions to be used may be ascertained by observing the interior appearance of the said enclosed fire-place or furnace, oven, or other close vessel, (which may be done at or through one or more of the spouts or other convenient channels provided for the introduction of the coal tar or other material and the water, or at or through one or more convenient apertures made for the purpose); for if water be in excess the flame will be weakened or extinguished; or if tar, or other of the before-mentioned substances, be in excess, then the flame will be obscured by smoke."

Mr. Rutter does not lay any claim to the apparatus or machinery employed in the process, but limits his patent right to "the mode or process of generating heat, by subjecting bituminous, oleaginous, resinous, waxy, and fatty substances, or a mixture of two or more such



substances, in a liquid state, in conjunction with water, ignition, combustion, and decomposition, in the manner before described."

**BRISTOL AND LONDON RAILWAY.**—A Committee of Deputies, appointed by the public bodies of Bristol, to consider of the expediency of the proposed Railway between that city and the metropolis, have made so favorable a report upon it that at a public meeting of the inhabitants, held on the 30th of July last, it was resolved to establish a Company forthwith, to carry the project into effect. The Railway will be from 115 to 120 miles in length, and is estimated to cost £2,805,320. It will go right through Bath, after quitting which it will pass near Chippenham, Wootton Bassett, Swindon, Wantage, Abingdon, Pangbourn, and Reading, and terminate either at Paddington or some part of the southern bank of the Thames, as may be hereafter determined. The engineers employed in the preliminary surveys are Mr. Brunel and Mr. Townsend.

**TRAVELLING BY STEAM ON COMMON ROADS.**—On Saturday morning, September 7th, a steam carriage, constructed by Colonel Macerone and Mr. Squire, started from the wharf, No. 19, at Paddington, with a view of running to Windsor and back. The carriage contained, including Col. Macerone, Mr. Squire, who guided it, and two working engineers, one to look after the fire behind, and one riding on the box before, eleven persons, and might weigh about three tons and a half. The place of starting is about one mile from Hyde Park Corner, making the distance to Windsor twenty-four miles. The carriage reached the new Inn at Windsor in two hours and fifty-six minutes. Including stoppages it went at the rate of nearly eight miles an hour; excluding the stoppages, it travelled at the rate of twelve miles an hour. The time was carefully marked between the mile-stones; and it was found that the speed was at the rate of ten, twelve, thirteen, eleven, and at one time at fourteen miles per hour. On its return, the axle broke, and its progress was stopped; but this is an accident which can be easily guarded against in future. The carriage with which this trip was made, consisted of an open chariot placed before a steam boiler. The merit of the invention consists, we understand, in the boiler. The engine is of the high pressure kind, and has generally been worked at the pressure of one hundred and fifty pounds to the square inch; but on the trip to Windsor the pressure was not equal to that. The whole of the machinery, except the boiler and fire-place, which are behind the chariot, is placed horizontally beneath the carriage, and between a strong frame of wood-work. The size of the whole is not greater than that of an omnibus, and the carriage is capable of being made ornamental.

Colonel Macerone, in a letter to the Morning Chronicle, says:

"I do not know what it may cost to work other steam carriages, but it is essential that you should be informed that, in our journey to Windsor and back, (forty-eight miles,) we did not consume so much as five sacks of coke; which, at two shillings a sack, makes ten shillings, the expense of propelling a carriage which is capable of carrying many more passengers, besides luggage, than a four-horse stage-coach."

He also adds, in allusion to the comparative cost of running steam or horse carriages:

"The former are exempt from all tax,

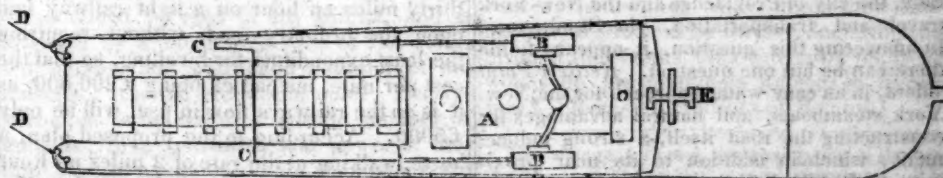
while the latter have to pay three pence or more per mile, which alone, as I have shown above, is equal to the whole cost of the steam coach's propelling power—the fuel! Lord Althorp positively assured us, in the House of Commons, in July, 1832, that he exempted steam carriages on common roads from all tax, for the sake of encouragement —'not that he was very sanguine as to their being speedily brought to answer.' As it is, we pay turnpikes equal to a four-horse carriage, although we have no horses' feet to pound up the road, and our broad vertical cylindrical wheels do more good than harm. —[London Spectator of Sept. 14.]

**A STEAM CARRIAGE TRIP TO BRIGHTON.**—On Wednesday morning, shortly after five o'clock, Mr. Walter Hancock, the patentee of the Paddington Steam Omnibus, started from his factory at Stratford, in Essex, with his steam-carriage "Infant," for Brighton. On arriving at London-bridge, he (Mr. Hancock) was joined by six gentlemen, his friends, who took their seats in the carriage, and at six o'clock, the word "ready" being given, the carriage, which was guided by Mr. Hancock himself, proceeded at a most rapid rate, and reached Brighton without the slightest accident or obstruction. It was at first the intention of Mr. Hancock to have returned from Brighton on the same day; but owing to the want of proper arrangements on the road, and being obliged to take up water at whatever place it could be found, considerable time was lost. This circumstance, together with a wish on the part of the friends of the projector to stop a night at Brighton, induced Mr. Hancock to alter his intentions, and he, with his friends, after one or two stages, determined on remaining at Brighton on that night. On Thursday, at twelve o'clock, the carriage was propelled at a gentle pace from the yard, where it had been for the night, to the tank near the New Church, where it took in a necessary supply of water there. Several scientific gentlemen then took their seats in the carriage, and the steam being laid on the vehicle, set off at a most rapid rate towards the Pavilion, and, having passed several of the leading streets, reached the West Cliff in a few minutes, and passed along it in the most gallant style, the houses on each of the street and the streets through which it passed being lined with crowds of spectators. After passing along Bedford and Russell squares, and just as it had

reached the bottom of the latter, a portion of the machine, called the clutch, from age and wear, gave way, and this causing the blower out of order, the machine in a short time had to be stopped, but not the slightest injury was done to the carriage or engines; and in the course of the afternoon the carriage was removed to the yard of Messrs. Palmer & Co., where the injury was repaired, and it was the intention of Mr. Hancock to drive through the town on Friday. —[Bell's Messenger of September 15.]

**APPLICATION OF STEAM.**—An advertiser in the Louisville Advertiser, signed A. B. C., thus announces his pretensions: "After a most persevering study in chemistry for 25 years, and mechanical philosophy, I have arrived at the conclusion, that Captain Savary Fitch, Oliver Evans, Watts and Bolton, Ericsson, Braithwaite, Stevenson, of Manchester, Robert L. Stevens, of New-York, and all the other engineers of science, theory, and practice, with Perkins, of London, and Dupin, have been entirely on the wrong scent or pursuit for power. Therefore, I deem it essential to say, I have found the fulcrum of Archimedes brought by Thales to me—I shall move a common steamboat at a velocity of 15 miles per hour, on rivers—I will move a 60 gun battery of 42 pounds, in 12 feet water, at 12 miles per hour, for national defence, without the possibility of the enemy injuring the vessel or machine—I will cross the Atlantic in ten days in a Power Packet, without stopping for fuel—I will ascend the river Mississippi at an average speed of 13½ miles per hour; and if only a passage boat, I will navigate the Ohio and Mississippi, without freight, at 18 miles per hour. I will contract to complete and perfect the improvement in any small boat, or large size boat, in two or three months. I am prepared to give satisfactory security and sufficient guarantees to perform whatever contract I make immediately, without defalcation. ✂ Reference to the Editor of the Advertiser.

[We presume the respectable editor of the Advertiser is satisfied that these assertions are correct, or he would not allow his name to be used. We must confess that we are somewhat incredulous about them, and should be much gratified to be able to lay before our readers something more substantial than the mere assertions of an anonymous advertiser.—ED. MECH. MAG.]



*Steamboats with Paddles in the Stern.* By J. F. B. [From the London Mechanics' Magazine.]

SIR,—There is a small boat now fitting up in this port which is intended for the use of our Belgian neighbors; and as it is entirely different in construction from any I have yet seen, be kind enough to insert the following description of it in your useful Magazine. Your obedient servant,

J. F. B.

Liverpool, June 4, 1833.

A is the boiler, on Messrs. Stephenson's

principle, with tubes running through the length of it. It is a high pressure one, and of precisely the same construction as those of the railway locomotives. B B, two ten boxes cylinders, working by means of cranks, C C, the paddle-wheel, placed in the stern of the vessel.

The vessel is made of iron, except the upper works above water mark; is 76 feet long, 14 feet 10 inches broad, and draws about 2 feet 4 inches water. She is steered by two rudders, D D, on each side of the cavity for the reception of the paddle-wheel;



and the steering wheel is at E, in the centre of the vessel, before the engine house.

In a late trial she went 7 miles in 33 minutes, tide in favor. The steam was not up at its full height, nor were the paddle-boards deep enough.

[From the Boston Daily Advertiser of 22d ult.]

MR. HALE.—In Friday morning's Patriot, I notice an article, republished from the Railroad Journal, in reference to the southern termination of the Boston and Providence Railroad, urging the propriety of consulting the accommodation of the public generally, the city of Providence, and the New-York travel and transportation, via Stonington; and calling upon the Directors of the P. & B. Railroad to pause and reflect before they decide on locating the southern termination of this important public work, within the boundaries of Massachusetts. Concurring with the writer of that article, in regarding the question as one of vital interest, and involving, in a very considerable degree, the eventual success and prosperity of the work, and, moreover, feeling a deep solicitude in its speedy and satisfactory completion, I propose to offer a few thoughts, which have occurred to me in an attentive study of the subject, as connected, not only with its independent interests, but also its relations with the Stonington road, and the New-York and Providence steamboats.

The writer of the article in the Journal has, it appears to me, rather hastily entered his protest against locating the southern terminus in Massachusetts, and without recollecting that there are always two sides to every story. The people of Massachusetts have, as well as their brethren in Rhode Island, an interest in this question, which it may be well worth while to examine; and as a stockholder and native of that state, I do not feel willing to see their interest prejudiced in favor of their neighbors on the other side of Narraganset; and again, the southern termination of the road within the territories of Massachusetts, does not, by any means, offer the local obstacles which the writer in the Journal seems to apprehend.

I presume that the advantage of having the entire road within the jurisdiction of one state, and thereby placing it beyond the control of the legislative acts of any other state, avoiding the many inconveniences inseparable from a want of harmony in the operations of two distinct legislatures, will be acceded to at once. Having in view, then, that the accommodation of the road will be greatly facilitated by locating its line within the boundaries of this state, and also, the fact, that the objections urged by the writer in the Journal, of "increased distance and ferry transportation" are not of a serious character, the question only remains; what point on the Massachusetts side of the bay is best adapted to accommodate the public generally, the city of Providence and the New-York travel and transportation, via Stonington? In answering this question, it appears to me there can be but one question. *Kettle's Point* offers, in an easy water approach for the New-York steamboats, and natural advantages for constructing the road itself, a strong inducement; which in addition to its near proximity to *Field's Point*, on the opposite shore, where the terminus of the Stonington road may be very advantageously located, renders it far superior to any spot within the possible sphere of location. To the people of Massachusetts such a location is desirable, and may well awaken their attention to the subject—the materials for building, both of wood and stone, are abundant—wharves, and every other facility for commercial pursuits, can be easily constructed—the water access is easy; and with these advantages, why may not the enterprising citizens of our state locate at *Kettle's Point* a town, which, at no very distant day, shall rival Providence, and give to Massachusetts a superior influence on the waters of Narraganset Bay, by which its shores are bounded?

There are those to whom this subject is more familiar—to them the stockholders and the public generally look with confidence for a correct decision. Let Massachusetts have her due weight in this question. Let her interests be fairly considered, especially when natural advantages so plainly indicate *Kettle's Point* for the location of the southern terminus of this important work. A BOSTON STOCKHOLDER.

[From the National Gazette.]

The following plan for preventing injury to passengers from the explosion of boilers of steamboats, suggested by Dr. Hare, has been communicated at our request.

The boilers are to be situated either outside of the hull, of which the timbers for a sufficient distance are to be carried up as in a double decker, or otherwise they are to be situated as near as possible to the outside, in a niche or chamber made for the purpose. If a niche be deemed preferable, between the boilers and the interior of the steamer it is proposed to have a strong partition made water tight. In either case, towards the water, and fore and aft, there should be a frame and weather boarding, having no more strength than necessary as a defence against the rain, wind and waves. This framing should be arched, or convex outwards with hinges, so that a pressure from the outside may tend to fasten it, while to a pressure from within it may offer a resistance comparatively slight. Doors for closing the passages between the niche and the deck might be similarly contrived, so as to shut like valves in case of an explosion. It is presumed that in all cases of explosion, the projectile power will be most exerted in those directions in which there is least resistance. It is only on this principle that it can be safe to fire a gun—the bullet yields, while the breech-pin is undisturbed. Before the bulwark between the boiler and the interior of the boat would give way, the external defences of the space occupied by the boiler, and even the boiler itself, would go overboard. Neither the steam, the scalding water, nor the fragments, could reach the passengers.

It is conceived that the effect of the deck in protecting those who were in the lower cabins on board of the steamboat New England, at the period of the late catastrophe, sufficiently demonstrates the security which may be afforded by a stout bulwark.

In making this brief exposition, it is not deemed advisable to specify the means which would be recommended for the purpose of forming and securing a competent bulwark. No doubt is entertained of their efficiency.

IMPROVED RAILWAY.—We have been favored with a sight of the model of a new mode of railway conveyance, which, if brought into use, will present extraordinary advantages to the public. It is on the principle of the Saxton locomotive pulley, and according to the calculations of the projector, who is an engineer of some celebrity, the average rate of travelling will be nearly thirty miles an hour on a light railway laid upon the ordinary road, without requiring the least expenditure for levelling, so that the cost per mile, instead of being £200,000, as it is on the railways now in use, will be only £5000. According to the proposed plan, a horse, walking at the rate of 2 miles an hour over a distance of only one hundred yards, will be able to draw a light carriage, containing four persons, a distance of more than 1,600 yards in the same period of time as that occupied by the animal in performing its own distance. The carriage, on arriving at the end of a mile, will be carried by mechanism from the truck on which it is placed to another truck in waiting to receive it, and the same will be done from mile to mile to the end of the journey, each succeeding carriage being drawn in a manner similar to the first, until the whole train shall have passed over the railway.—[London paper.]

The following notice of the retirement of JOHN I. MUMFORD, Esq. from the editorial chair of the New York Standard, should have appeared in the Journal of last week. It was, however, inadvertently omitted. As an editor, few wield a more ready pen—as a partizan, we know of no one more determined and fearless, and although, as a politician, judging him by our own standard, he has greatly, and, on some important subject, irreparably, erred, we wish him prosperity, and a happy retirement.

The connexion of the subscriber with the New-York Standard, which has subsisted for more than three years, is dissolved, and he returns to private life. Amid the conflicts of party, he has endeavored to bear himself faithfully and fearlessly in advocacy of the principles of the party with which he enlisted, and which has signally triumphed over all opposition. He preferred courtesy to rudeness, towards even the most reckless of personal and political opponents; and though at one time compelled to violence of invective and severity of rebuke, he had no relish for such course, and rejoiced when the guns of the enemy were silenced, and he was able to repose under the folds of the Standard. So long a connexion with a paper of the character of the Standard, naturally leaves with him a desire for its prosperity and continued usefulness; and, on the dissolution of that connexion, he desires to express his gratitude to the personal friends who assisted in its establishment, and to the great body of the Republican party, the friends of the National and State administrations, who nobly sustained him even in the most gloomy periods of his existence. JOHN I. MUMFORD.

New-York, 18th Oct. 1833.

CURIOUS FACTS AND EXPERIMENTS.—The "Philosophical Transactions" contain a very curious paper on hybernation, from the pen of Dr. Marshall Hall. From the fact that the peculiar condition of certain mammalia in the winter season, in other words, the state of hybernation of these animals, bears so striking an analogy to ordinary sleep, as to justify the expectation of some interesting results being deduced from considering the two in connection, the learned doctor has paid very minute attention to the state of the hedgehog, dormouse, and bat, during sleep, and he has come to a conclusion respecting it which does not appear to be consistent with the testimony of former observers. He states that the animal, in ordinary sleep, experiences a striking diminution of the power of respiration: that the acts of breathing become less; and that its temperature decreases many degrees below the average of what it is in the active state of the animal. Its capability of enduring the abstraction of the atmospheric air is increased to a corresponding extent. Such is the character of the natural sleep of hybernating animals, and it is distinguished from hybernation only in the degree in which the symptoms of the ordinary sleep are developed. In this case, that is, in true hybernation, the function of respiration is nearly altogether suspended; at least the phenomena which result from experiments on animals during hybernation are all confirmatory of such a conclusion. The doctor has shown, likewise, that the air which surrounded the animal whilst in the hybernating state yielded, at most, but very slight signs of any absorption being experienced by it. He placed a bat in a contrivance so constructed as to be capable of indicating the minutest amount of the absorption of gas. In the interval of 60 hours, after a most carefully conducted experiment,



he found that three-quarters of a cubic inch of gas had been absorbed. The amount of the diminution in the quantity of gas required by the hibernating animal may be estimated by stating that the average consumption necessary to him in the active state would be an equal quantity of gas in about half the above number of minutes. In the process for determining the absorption of hibernating animals, the nicest precautions are demanded. Whilst the air to be respired is secured against any addition, it is likewise necessary to ascertain constantly the comparative temperature of the animal and of the atmosphere. The author recommends that the experimenter should obtain a mahogany box, with a glass lid, divided horizontally at its middle part by a fold of strong ribbon, and of such dimensions as just to contain the animal. The bat is then to be placed upon the ribbon, and enclosed by fixing the lid in its place. A thermometer with a cylindrical bulb is then to be passed through an orifice made in the box, on a level with the ribbon, under the epigastrium of the animal, and left in this situation. The thermometer should be so placed as to be seen without disturbing the inmate, whilst its indications can be compared with those of another thermometer hung up in the room to express the variations in the temperature of the atmospheric air. The doctor adds, that the layer of silk and the portion of air underneath are sufficient to protect the animal from the immediate influence of the temperature of the table, or whatever may be the support of the box. The phenomena of hibernation prove beyond all doubt the power of the animals who undergo it to sustain with impunity the privation of the atmospheric air. But the most extraordinary feature in this general fact is, that the exercise of this power is limited exclusively to the term of hibernation: for Dr. M. Hall placed a dormant bat in water, in which it remained immersed for eleven minutes, and came out uninjured; whilst a hedgehog, in the active condition of its existence, was put in the same element, and died in three minutes, the ordinary time in which drowning kills mammalia. In a paper previous to the present one, the same author had shown that in those cases in which the amount of respiration is small, the degree of irritability is high, and that, consequently, during the state of hibernation, the irritability of the animal is very sensibly augmented.

Now, if this reasoning were correct, it would necessarily follow, that, if the head of an animal were suddenly removed, and the heat of the heart observed afterwards, that heat would be found to continue longer if the experiment were tried in the hibernating state, than when it was done in the active condition of the animal. This result would undoubtedly show that irritability did increase when the respiration was diminished. The fact was placed beyond all doubt by Dr. M. Hall, in the following experiment: "On March 9th, soon after midnight, I took a hedgehog, which had been in a state of uninterrupted lethargy during 150 hours, and divided the spinal marrow just below the occiput; I then removed the brain, and destroyed the whole spinal marrow as gently as possible. The action of the heart continued vigorous during four hours, when seeing no prospect of a termination to the experiment, I resolved to envelope the animal in a wet

cloth, and leave it until early in the morning. At seven o'clock, A. M., the beat of both sides of the heart still continued. They still continued to move at 10 A. M., each auricle and each ventricle contracting quite distinctly.

"At half past 11 A. M., all were equally motionless; yet all equally contracted on being stimulated by the point of a pen-knife. At noon the ventricles were alike unmoved, on being irritated as before; but both auricles contracted. Both auricles and ventricles were shortly afterwards irritable." A few weeks after this experiment, the spinal marrow of another hedgehog, in a state of activity, was simply divided at the occiput; the result was, that the beat of the left ventricle of the heart ceased almost immediately; that of the left auricle in less than a quarter of an hour; the right ventricle did not cease to beat before two hours from the time of death, whilst the right auricle ceased long before, though not so soon as the left auricle. The conclusions, then, which we are entitled to draw from these facts, are, that the irritability of the heart is strikingly increased in prolonged lethargy; and that in this state of the animal system the action of the heart continues without any dependence on the functions of the brain or spinal marrow. The general opinion hitherto has been, that during hibernation the sensibility of the animal is greatly impaired. The contrary is maintained by Dr. Hall, on the evidence of his own senses, for the slightest touch applied to one of the spines of the hedgehog, during hibernation, is sufficient to rouse it, and induce it to draw a deep respiration. The same respiration holds good with respect to the power of the animal to use its muscles. This remains perfectly unimpaired, and when there is insensibility or stiffness, then the animal is in a state of torpor, but not of hibernation. Again, though respiration is nearly suspended, the circulation still goes on; but, as it is of venous character, and as it wants the usual impulse, Dr. Hall assigns it to a place in the scale of animal life which is lower than that of the reptiles. The phenomena which are thus presented come before us in a series of facts, which it would be difficult for us to believe, if they were not put beyond all dispute by undoubted evidence. Anatomy and pathology alone can explain the strange process, by describing the increased irritability of the left side of the heart. A very important distinction is drawn by Dr. Hall, between true hibernation and torpor. Torpor may be produced by cold in any animal, and is attended by a benumbed state of the sentient nerves, and a stiffened condition of the muscles; it is the product of cold. But hibernation is limited to a certain number of animals; in its sensibility and power of motion remain unimpaired; its phenomena are produced through the medium of sleep. The nature of hibernation is determined, in a great measure, by the fact, that all hibernating animals avoid exposure to intense cold; but choose a retreat, make nests or burrows, congregate sometimes in clusters. The instinct by which the animals are led to make use of precautions is in connection with the law which requires that the change from the condition of hibernations to that of activity shall be slow and gradual, in as much as the state of the blood in one condition is compatible with the peculiar power of the

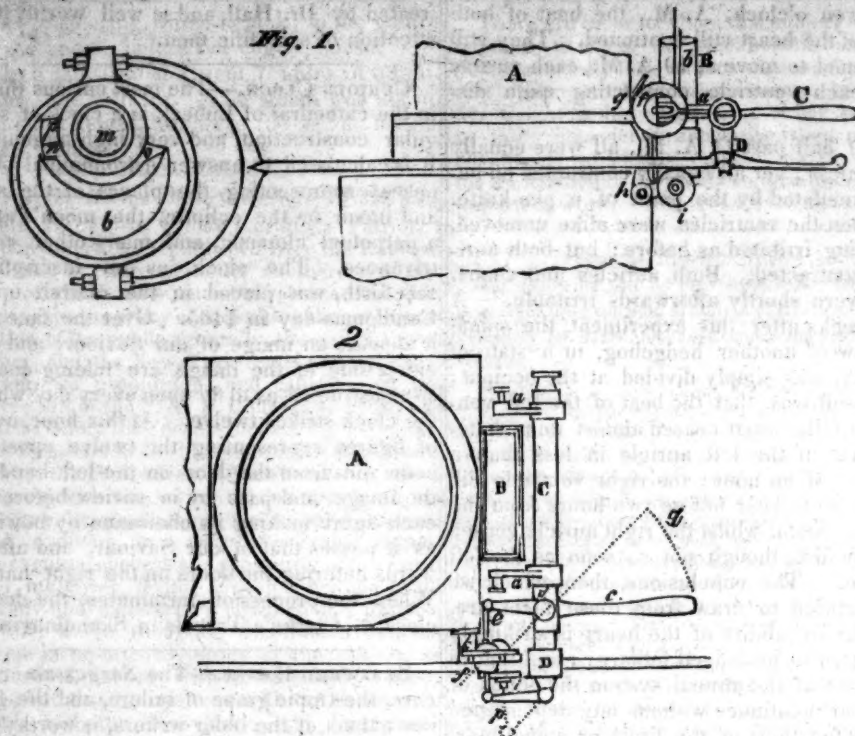
heart in the other. The object is learnedly treated by Dr. Hall, and is well worthy the attention of scientific men.

**CURIOUS CLOCK.**—The most curious thing in the cathedral of Lubeck is a clock of singular construction, and very high antiquity. It is calculated to answer astronomical purposes, representing the places of the sun and moon in the ecliptic, the moon's age, a perpetual almanac, and many other contrivances. The clock, as an inscription sets forth, was placed in the church upon Candlemas-day in 1405. Over the face of it appears an image of our Saviour, and on either side of the image are folding doors, so constructed as to fly upon every day when the clock strikes twelve. At this hour, a set of figures representing the twelve apostles come out from the door on the left hand of the image, and pass by in review before it, each figure making its obeisance by bowing as it passes that of our Saviour, and afterwards entering the doors on the right hand. When the procession terminates, the doors close.—[Clarke's Travels in Scandinavia.]

**SEA-WEED BANKS.**—The *Sargassum vulgare*, the tropic grape of sailors, and the *Fucus natans* of the older writers, is worthy attention, not only from its wandering habits, quitting as it does the submarine soil to which it probably in its early stage is attached, but also for the astonishing profusion in which it so frequently is found. It only grows within forty degrees of latitude on either side of the equator, but currents often cast it on our coast. It is a remarkable circumstance in the history of this plant, that it is chiefly located in its position, even when detached, forming two great banks, one of which is usually crossed by vessels homeward bound from Monte Video, or the Cape of Good Hope; and so constant are they in their places, that they assist the Spanish pilots to rectify their longitude. It is probable that these banks were known to the Phœnicians, who in thirty days' sail with an easterly wind, came into what they called the "Weedy Sea;" and to the present day, by the Spaniards and Portuguese, the chief tract is named *Mar de Zargasso*. It was the entering of such fields of fucus as these that struck so much terror into the minds of the first discoverers of America; for sailing tardily through extensive meadows for days together, the sailors of Columbus superstitiously believed that the hindrance was designed by heaven to stay their adventurous course: hence they wildly urged their commander to proceed no further, declaring that through the banks thus woven by nature, it would be presumptuous impiety to force a way.—[Burnett's Outlines of Botany.]

The vintage in France this year is one of the best that has been known for several years past. The quality of the wines is almost equal to that of the celebrated year of the comet, whilst the quantity is much larger, and even beyond that of what is called an average year. It is expected that there will be a fall of about 20 per cent. in the prices of the finer description of wines. In Champagne already the wines which were sold at 50 francs per dozen are now offered for thirty, and the commoner sorts of Champagne wine, which are frequently sold in England as high as 72s. per dozen, are offered at 27 francs, delivered at Calais. This is something under 2s. per bottle; and, adding the duty and all other expenses, Champagne wine, equal to three fourths of what is drunk in London, may be had for less than two guineas per dozen. The Rhenish wines will be also very good and abundant this year.





*Apparatus for Setting in Motion, Stopping, or Reversing the Steam Engine.* By JAS. WHITELOW. [From the London Mechanics' Magazine.]

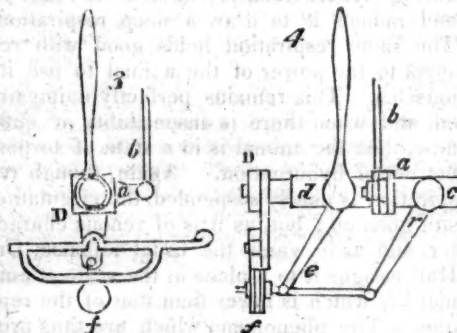
SIR,—To be able to set on, stop, or reverse the motion in coal pit, steamboat, and locomotive engines, without shifting the hand from one lever to another, enables the person in attendance to effect his purposes in less time and with more certainty.

Fig. 1 is an elevation, and fig. 2 a ground plan, of a very simple apparatus for effecting the above ends, applied to a common low pressure steam engine.

The same parts are marked by the same letters in both the plan and elevation. A is the cylinder; B, the nozzles; C, the wiper shaft; D, the wiper; *a a*, levers for working side rods, *b*, running along side the nozzles to the cross head, or top of valve rod. The starting bar, *e*, works on a centre, *d*, in the wiper shaft, and is produced beyond it until it meets the rod *e*, on which the pulley, *f*, is at liberty to revolve or work lengthwise, to allow the bell crank lever, *g h i*, always to rest in its groove. The lever, *g h i*, turns on a pin or stock fixed in the side of the cistern; the end, *g*, of this lever is a circle drawn from the centre of the wiper shaft, so that the lever will not move when the valve is wrought by hand; the pulley, *i*, turns on the other end, and lifts or lowers into gear the eccentric rod, by a simple motion of the starting bar sidewise. The eccentric, *b*, is at liberty to make half a revolution on the cranking shaft, *m*, but is prevented from turning more, by catches, *n o*, fixed on the shaft which works against the mug, *p*, cast on the eccentric, so that, in whichever way the engine turns, one or other of the catches on the crank shaft will work the eccentric so as to open and shut the valves at the proper time for the engines working in that direction. When the starting bar is in the position shown in the above sketch, the engine keeper can work the valve so as to start the engine in any direction, or stop it at any part of the stroke he pleases. After the engine is started in the direction wanted, the motion is continued in that direction by simply push-

ing the starting box into the position of the dotted line, *d g*, when the rod, *e*, and lever, *r*, will take the place of the other dotted lines, and allow the eccentric rod to fall into gear.

Fig. 3 is a side, and fig. 4 an end elevation,



of this apparatus, where the starting bar works in a vertical direction, and is so simple as to need no description. The same letters point out the same parts in figures 1 and 2. Your obedient servant,

JAMES WHITELOW.

**OBJECTIONS TO THE RECEIVED THEORY OF RAIN.**—It is the received opinion that rain is caused by the heat of the sun's rays raising the water in a state of vapor, into the higher regions of the atmosphere, and being there condensed by the cold, descends again, and thus forms rain.

**Objection First.**—That water requires a heat equal to sixty degrees of Fah. thermometer, to raise it into vapor, according to the commonly received opinion, when experience proves that we have the most rain when it stands below temperate, which is 55 deg.: for instance, the snow in frost, and the rain after.

**Objection Second.**—That when we have the greatest heat, with the largest loss of water, we have the least rain, as witness every dry summer.

**Objection Third.**—When vapor is condensed into water, which it must be if exposed to an atmosphere colder than itself, it must immediately descend, as witness the dews; it being heavier in its specific gravity than the bulk

of the surrounding atmosphere. Therefore, were water raised into vapor, by the heat of 300 degrees, it must be immediately condensed by the sudden change of temperature, and descend before it had risen to the height of one hundred yards, much less rise into the highest regions of the atmosphere, and remain there for a length of time, and then form clouds, and so produce rain, as witness the steam arising from the boiler of a steam engine, or the refrigeratory of a common alembic.

**Objection Fourth.**—Experience has proved that we have the most rain in nights, and in winter, when, of course, it must be the coldest, as then the sun has the least influence.

**Objection Fifth.**—There is no vapor arises from the water when the sun has the most influence; for place a looking-glass over a river, when the sun shines with his meridian force, and it will not so much as dim it; but when the sun is gone down, the vapor rises so as to be visible.

**Objection Sixth.**—If the old theory be true, there would always be the most rain in the tropics, where the sun is vertical, which is not the fact.—[Field Naturalists' Magazine.]

#### *Babbage on the Economy of Manufactures.*

[Continued from page 681.]

#### ON THE EFFECT OF TAXES AND OF LEGAL RESTRICTIONS UPON MANUFACTURES.

304. As soon as a tax is put upon any article, the ingenuity of those who make, and of those who use it, is directed to the means of evading as large a part of that tax as they can; and this may often be accomplished in ways that are perfectly fair and legal. An excise duty exists at present of 3d. per pound upon all writing paper. The effect of this impost is that much of the paper which is employed is made extremely thin, in order that the weight of a given number of sheets may be as small as possible. Soon after the first imposition of the tax upon windows, which depended upon their number, and not upon their size, new-built houses began to have fewer windows and of a larger size than before. Staircases were lighted by extremely long windows, illuminating three or four flights of stairs. When the tax was increased, and the size of windows charged as single was limited, then still greater care was taken to have as few windows as possible, and internal lights became frequent. These internal lights in their turn became the subject of taxation; but it was easy to evade the discovery of them, and in the last act of Parliament, reducing the assessed taxes, they ceased to be chargeable. From the changes thus successively introduced in the number, the forms, and the positions of the windows, a tolerable guess might in some instances be formed of the age of a house.

305. The effects of regulations of excise upon our home manufactures are often productive of inconvenience, and check in some measure the natural progress of improvement. It is frequently necessary, for the purposes of revenue, to oblige manufacturers to take out a license, and to compel them to work according to certain rules, and to make stated quantities at each operation. When these quantities are large, as they usually are, they deter manufacturers from making experiments upon new materials; they likewise prevent them from discovering, by trial, improved methods of conducting their processes. Difficulties of this nature have occurred in experimenting upon glass for optical purposes; and in this case, permission has been obtained by fit persons to make the experiments, without the interference of the excise. It ought, however, to be remembered, that such permission, if frequently granted, might be abused; and that the greatest protection against such an abuse will be found in bringing the force of public opinion to bear upon scientific

† Twenty-eight shillings per cwt. for the finer, twenty-one shillings per cwt. for the coarser papers.



men; and thus enabling the proper authorities, although themselves but moderately conversant with science, to judge of the propriety of the permission, by the public character of the applicant.

306. From the evidence given, in 1808, before the Committee of the House of Commons, on *Distillation from Sugar and Molasses*, it appeared that, by a different mode of working from that prescribed by the Excise, the spirits from a given weight of corn, which then produced eighteen gallons, might easily have been increased to twenty gallons. Nothing more was required than to make what is called the *wash* weaker: the consequence of which is that fermentation goes on to a greater extent. It was stated, however, that such a deviation would render the collection of the duty liable to great difficulties; and that it would not benefit the distiller much, since his price was enhanced to the customer by any increase of expense in the fabrication. Here then was an instance in which a quantity, amounting to one-ninth of the total produce, was actually lost to the country. A similar effect arises in the coal trade, from the effect of a duty, for, according to the evidence before the House of Commons, it appears that a considerable quantity of the very best coal is actually wasted. The amount of waste is very various in different mines, but in some cases it amounts to one-third.

307. The effects of duties upon the import of foreign manufactures are equally curious. A singular instance occurred in the article *bar iron*, which was liable to a duty of 140 per cent. *ad valorem*, on introduction into the United States, whilst that upon *hardware* was 25 per cent. In consequence of this tax, large quantities of malleable iron rails for railroads were imported into America under the denomination of hardware; and the difference of 115 per cent. in duty more than counter-balanced the expense of fashioning the iron into rails prior to its importation.

308. Duties, drawbacks, and bounties, when considerable in amount, are all liable to objections of a very serious nature, from the frauds to which they give rise. It has been stated before Committees of the House of Commons, that calicoes, made up in the form and with the appearance of linen, have frequently been exported for the purpose of obtaining the bounty. The calico made up in this way sells at 1s. 4d. per yard, whereas linen of equal fineness is worth from 2s. 8d. to 2s. 10d. per yard. It appeared from the evidence that one house in six months sold five hundred such pieces.

In all cases heavy duties, or prohibitions, are ineffective, as well as injurious: for unless the articles excluded are of very large dimensions, there constantly arises a price at which they will be clandestinely imported by the smuggler. The extent, therefore, to which smuggling can be carried should always be considered in the imposition of new duties, or in the alteration of old ones. Unfortunately, it has been pushed so far, and is so systematically conducted, that the price per cent. at which most contraband articles can be procured from France is well known. From the evidence of Mr. Galloway, it appears that from 30 to 40 per cent. was the rate of insurance on exporting prohibited machinery from England, and that the larger the quantity the less was the per centage demanded.

309. In examining into the effect produced, or to be apprehended, from any particular mode of taxation, it is necessary to inquire a little into the interests of the parties who approve of the plan in question, as well as those who object to it. Instances have occurred where the persons paying a tax into the hands of government have themselves objected to any reduction. This happened in the case of one class of calico printers, whose interest was injured by a removal of the tax on the printing. They received from the manufacturers payment for the duty about two months before they were called on to repay it to government: the consequence was that a considerable capital always remained in their hands. The evidence which states this

circumstance is well calculated to promote a reasonable circumspection in such inquiries.

"Do you happen to know any thing of an opposition from calico printers to the repeal of the tax on printed calicoes?"

"I have certainly heard of such an opposition, and I am not surprised at it. There are a very few individuals who are, in fact, interested in the non-repeal of the tax. There are two classes of calico printers: one, who print their own cloth, send their goods into the market, and sell them on their own account; they frequently advance the duty to government, and pay it in cash before their goods are sold, but generally before the goods are paid for, being most commonly sold on a credit of six months; they are of course interested on that account, as well as on others that have been stated, in the repeal of the tax. The other class of calico printers print the cloth of other people: they print for hire, and on re-delivery of the cloth, when printed, they receive the amount of the duty, which they are not called upon to pay to government sooner, on an average, than nine weeks from the stamping of the goods. Where the business is carried on upon a large scale, the arrears of duty due to government often amount to eight, or even ten thousand pounds, and furnish a capital with which these gentlemen carry on their business; it is not, therefore, to be wondered at that they should be opposed to the prayer of our petition."

310. The policy of giving bounties, and of enforcing restrictions against foreign articles, which can be produced more cheaply in other countries, is of a very questionable nature: and, except for the purpose of introducing a new manufacture in a country where there is not much commercial or manufacturing spirit, is scarcely to be defended. All incidental modes of taxing one class of the community, the consumers, to an unknown extent, for the sake of supporting another class, the manufacturers, who would otherwise abandon that mode of employing their capital, are highly objectionable. One part of the price of any article which is so produced consists of the expenditure, together with the ordinary profits of capital: the other part of its price may be looked upon as charity, given to induce the manufacturer to continue an unprofitable use of his capital, in order to give employment to his workmen. Now, in many instances, if the actual amount of the latter part of the price were known, the extent of the payment made by consumers, on account of restrictions only, would astonish even those who advocate them; and it would be evident to both parties, that the employment of capital in that particular trade ought to be abandoned.

311. The restriction of articles produced in a manufactory to certain sizes is attended with an economical effect. This arises chiefly from the smaller number of different tools required in making them, as well as from less frequent change in the adjustment of those tools. A similar economy prevails in the navy, by having ships divided into a certain number of classes, each of which comprises vessels of the same dimensions: the rigging made for one vessel will fit any other of its class.

312. The effects of the removal of a monopoly are often very important, and they were perhaps never more remarkable than in the bobbin-net trade, in the years 1824 and 1825. These effects were, however, considerably enhanced by the general rage for speculations which was so prevalent during that singular period. One of the patents of Mr. Heathcote for a bobbin-net machine had expired, whilst another, for an improvement in a particular part of such machines, called a *turn-again*, had yet a few years to run. Many licenses had been granted to use the former patent, which were charged at the rate of about five pounds per annum for each quarter of a yard in width, so that what is termed a *six-quarter frame*, (which makes bobbin-net a yard and a half wide,) paid thirty pounds a year. The second patent was ultimately abandoned in August, 1829, in consequence of its having taken place.

The bobbin-net machine occupies little space, and is, from that circumstance, well adapted for a domestic manufacture. It had also hitherto yielded a very large profit: it was therefore not surprising that, on the removal of the monopoly arising from this patent, a multitude of persons became desirous of embarking in the trade. The machines which already existed were principally in the hands of the manufacturers; but a kind of mania for obtaining them seized on persons of all descriptions, who could raise a small capital; and, under its influence, butchers, bakers, small farmers, publicans, gentlemen's servants, and, in some cases, even clergymen, became anxious to possess bobbin-net machines.

Some few machines were rented; but in most of these cases the workman purchased the machine he employed, by instalments of from £3 to £6 weekly, for a six-quarter machine; and many individuals, unacquainted with the mode of using the machines so purchased, paid others of more experience for instructing them in their use—£50 or £60 being sometimes given for this instruction. The success of the first speculators induced others to follow the example; and the machine-makers were almost overwhelmed with orders for lace-frames. Such was the desire to procure them, that many persons deposited a large part, or the whole of the price, in the hands of the frame-makers, in order to insure their having the earliest supply. This, as might naturally be expected, raised the price of wages amongst the workmen employed in machine-making: and the effect was felt at a considerable distance from Nottingham, which was the centre of this mania. Smiths not used to *flat filing*, coming from distant parts, earned from 30 to 42s. per week; finishing smiths, accustomed to the work, gained from 3 to £4 per week; the forging smith, if accustomed to his work, gained from 5 to £6 per week, and some few earned £10 per week. In making what are technically called *insides*, those who were best paid were generally clock and watch makers, from all the districts round, who received from 3 to £4 per week. The *setters-up* persons, who put the parts of the machine together, charged £20 for their assistance; and a six-quarter machine could be put together in a fortnight or three weeks.

Good workmen, being thus induced to desert less profitable branches of their business, in order to supply this extraordinary demand, the masters, in other trades, soon found their men leaving them, without being aware of the immediate reason: some of the more intelligent, however, ascertained the cause, and went from Birmingham to Nottingham, in order to examine into the circumstances which had withdrawn almost all the journeymen clock-makers from their own workshops. It was soon apparent that the men who had been making clocks at Birmingham, at the rate of 25s. a week, could earn £2 by working at lace-frame making at Nottingham.

On examining the nature of this profitable work, the clock-makers perceived that one part of the bobbin-net machines, that which held the bobbins, could be easily made in their own workshops. They therefore contracted with the machine-makers, who had already more work ordered than they could execute, to supply the *bobbin-carriers*, at a price, which enabled them, on their return home, to give such increased wages as should retain their own workmen, as well as yield themselves a good profit. Thus an additional facility was afforded for the construction of these bobbin-net machines. The conclusion was not difficult to be foreseen: the immense supply of bobbin-net thus poured into the market speedily reduced its price. This reduction in price rendered the machines by which the net was made less valuable: some few of the earlier producers for a short time carried on a profitable trade; but multitudes were disappointed, and many ruined. The low price at which the fabric sold, together with its lightness and beauty, combined to extend the sale; and ultimately, new improve-



ments in the machines rendered the older ones still less valuable.

313. The bobbin-net trade is at present both extensive and increasing; and, as it may probably, at some future time, claim a larger portion of public attention, it will be interesting to describe briefly its actual state.

A lace-frame, at the present day, on the most improved principle, manufacturing a piece of net two yards wide, when worked night and day, will produce six hundred and twenty racks per week. A rack is two hundred and forty holes; and, as in the machine to which we refer, three racks are equal in length to one yard, it will produce twenty-one thousand four hundred and ninety-three square yards of bobbin-net annually. Three men kept this machine constantly working, and they were paid by piece-work about 25s. each per week in 1830. Two boys, working only in the day-time, can prepare the bobbin for this machine, and are paid from 2 to 4s. per week, according to their skill. Forty-six square yards of this net weigh two pounds three ounces: so that each square yard weighs a little more than three quarters or an ounce.

For a condensed and general view of the present state of this trade, we shall avail ourselves of a statement by Mr. William Felkin, of Nottingham, entitled "Facts and Calculations illustrative of the Present State of the Bobbin-net Trade," dated September, 1831. It appears to have been collected with care, and contains, in a single sheet of paper, a body of facts of the greatest importance.\*

314. The total capital employed in the factories, for preparing the cotton, in those for weaving the bobbin-net, and in various processes to which it is subject, is estimated at above two millions of pounds, and the number of persons who receive wages at above two hundred thousand.

"Comparison of the value of the raw material imported, with the value of the goods manufactured therefrom:

"Amount of Sea Island cotton annually used, 1,600,000 lbs., value £120,000: this is manufactured into yarn, weighing 1,000,000 lbs., value £500,000.

"There is also used 25,000 lbs. of raw silk, which cost £30,000, and is doubled into 20,000 lbs. thrown, worth £40,000.

Raw Material.	Manufacture.	Sq. yards produced.	Value per sq. yard.	Total Value.
Cotton, 1,600,000 lbs.	Power Net	6,750,000	1 2	421,875†
	Hand do.	15,750,000	1 9	1,378,125‡
	Fancy do.	150,000	3 6	26,250
Silk, 25,000 lbs.	Silk Goods	750,000	1 9	65,625
		23,400,000		1,891,875

"The brown nets which are sold in the Nottingham market are in part disposed of by the agents of twelve or fifteen of the larger makers, that is, to the amount of about £250,000 a year. The principal part of the remainder, that is, about £1,050,000 a year, is sold by about two hundred agents, who take the goods from one warehouse to another for sale.

"Of this production, about half is exported in the unembroidered state, and in the white principally; yet a large quantity is sent in the unbleached state, and is embroidered abroad, and much is figured in the white on the continent: so that it is probable that as much is figured abroad as at home, and this principally on account of wages being lower there than here, notwithstanding the low rate of embroiderers' earnings in this country. This foreign embroidery is chiefly done in Belgium, Saxony, and, until recently, Poland. The exports of bobbin-net are in great part to Hamburgh, for sale at home and at Leipzig and Frankfort fairs,

\* I cannot omit the opportunity of expressing my hope that this example will be followed by other trades, since by such means we shall obtain a body of information equally important to the workman, the capitalist, the philosopher, and the statesman.

† Being on an average "coarse 11-point," and nearly all in plain net.

‡ Being on an average "fine 11-point," and two-thirds in "quillings."

Antwerp, and the rest of Belgium; to France, by contraband; to Italy, and North and South America. Though a very suitable article, yet the quantity sent eastward of the Cape of Good Hope has hitherto been too trifling for notice. Three-eighths of the whole production are sold unembroidered at home. The remaining one-eighth is embroidered in this country, and increases the ultimate value as under, viz.:

Embroidery.	Increases value.	Ultimate worth.
On power net, - - - -	£ 131,840	£553,715
On hand net, - - - -	1,205,860	2,583,985
On fancy net, - - - -	78,750	105,000
On silk net, - - - -	109,375	175,000

Total embroidery, wages, and profit, £1,525,825  
Ultimate total value, £3,417,700

"From this it appears that, in the operations of this trade, which had no existence twenty years ago, £120,000 original cost of cotton becomes, when manufactured, of the ultimate value of £3,242,700 sterling.

"There are about seventy houses engaged chiefly in embroidering goods, and about seventy houses engaged in the preparation and sale of plain goods principally. The cash paid to small owners, for the purchase of hand nets, about equals the amount of capital created by the credit given in this market by the power net manufacturers.

"As to weekly wages paid, I hazard the following as the judgment of those conversant with the respective branches, viz.:

"In fine spinning and doubling—adults, 25s.; children, 7s.; work, 12 hours per day. In bobbin-net making—men working machines, 18s.; apprentices, youths of fifteen, or more, 10s.; by power, 15 hours; by hand, 8 to 12 hours, according to width. In mending—children, 4s.; women, 8s.; work, 9 to 14 hours, *ad libitum*. In winding, threading, &c.—children and young women, 5s.; irregular work, according to the progress of machines. In embroidery—children seven years old and upwards, 1 to 3s.; work, 10 to 12 hours; women, if regularly at work, 3s. to 7s. 6d.; 12 to 14 hours.

"As an example of the effect of the wages of lace embroidery, &c. it may be observed, it is often the case that a stocking weaver in a country village will earn only 7s. a week, and his wife and children 7s. to 14s. more at the embroidery frame."

#### AGRICULTURE, &c.

NATIVE BREEDS OF CATTLE.—On reading the following report of the Committee of the Massachusetts Agricultural Society on milch cows exhibited at the Brighton Fair, on the 16th ult., our readers will perceive that attention and care given to our native stock will be rewarded.

The Committee appointed to award premiums on milch cows, heifers, bulls, and bull calves, have attended to the duty assigned them, and report as follows:

The first premium, to Mr. John Leathe, of Woburn, for his cow, 5 years old, \$25.

The second premium, to Mr. Luther Chamberlain, of Westborough, for his cow, 12 years old, \$15.

The third premium, to Mr. Jacob W. Watson, of Princeton, for his cow, 7 years old, \$10.

Mr. Leathe produced to the Committee a well attested certificate that his cow had given, for the months of June and July last, not less, at any time, than twenty-four quarts of milk per day, and that fourteen pounds thirteen ounces and a half of excellent butter had been made from her milk in one week. She was sold for \$100.

Mr. Chamberlain also stated, in writing, that his cow was remarkable for giving milk of very superior quality; that she gave from the 10th of June to the 20th, from nineteen to twenty quarts of milk per day, and from her milk during the ten days were made seventeen pounds of butter and thirty pounds of cheese; that the quantity of milk was reduced considerably from the 10th to the 20th of September,

owing to the dry weather, and particularly to the want of a regular supply of good water; that for six months past the cow has actually produced him ninety-four dollars twenty-two cents, including eight dollars forty-two cents, for which sum the calf was sold, and fatted on little more than half the milk she gave.

Mr. Watson also furnished a certificate, to which he made oath, that his cow gave from the 10th to the 20th of June from twenty to twenty-one quarts of milk per day, from which was made seventeen pounds of butter for ten days; from the 10th to the 20th of September she gave from sixteen to seventeen quarts of milk per day, and thirteen pounds of butter were made from the milk she gave during the ten days. The three cows were native breed, and had only grass feed during the time stated in the certificates.

Heifers.—The first premium to Captain Ichabod Nichols, for his heifer, with a calf by her side, \$15.

Second premium, to the Rev. Mr. Briggs, of Lexington, for his heifer, 17 months old, \$12.

Third premium, to Captain Hector Coffin, of Newbury, for his heifer, 3 years old, with a calf by her side, \$8.

Captain Nichols was present, who, with his son, gave such an account of his heifer, of native breed, that the Committee, on examining her, had no hesitation in awarding the first premium. Captain Nichols' knowledge of milk stock is well known.

A certificate was produced, signed by two respectable men in Lexington, that accorded so well with the appearance of the animal presented, that the Committee awarded to the Rev. Mr. Briggs the second premium for his heifer of native breed.

Captain H. Coffin furnished ample testimonials of his heifer being of the best native breed for the dairy, but the calf with her being young, no trial of quantity or quality of her milk had been made, although appearances were favorable.

HARVEST IN EUROPE.—In almost every section of Europe the past season has been one of plentiful crops. Comparative peace and plenty are universally enjoyed. The quiet state of some of the European nations, and, indeed, we may say of all that quarter of the globe, may, in a very considerable degree, be attributed to the abundance of the crops: allaying the swelling and angry emotions which scarcity would excite into open violence.

The vintage in France has been very abundant, causing a reduction in the price of wines of 25 per cent.

WHEATLAND AGRICULTURAL FAIR.—On the 12th of October, the Agricultural Society of Wheatland, Monroe county, held an annual Fair, when an address was delivered by Mr. N. Goodsell. From Goodsell's Genesee Farmer, we learn that the choice breeds of cattle and sheep exhibited did honor to the Society and exhibitors, and that the wheat fully sustained the reputation of the town for that staple article.

NEW KIND OF WHEAT.—Mr. Joseph Tracy, of Windsor, and Editor of the Vermont Chronicle, sent, in September last, a bushel of wheat to the Editor of the New-England Farmer. It weighs sixty-three pounds to the bushel, and produces forty-two to forty-four of the first quality of flour,—ripens a few days earlier than other wheat, produces less straw, and is less liable to injury from the fly. It was at first brought from Virginia.

OLD WHEEL AND LONG THREAD.—Anne McQuillin, as stated some years ago by Dr. Dickson in the Parthenon, spun on a wheel which



was made before the marriage of her grand-mother, one hundred and five hanks to the pound, the thread of which was so fine that it was in length two hundred and fourteen miles six furlongs and seven poles.

**HOT-BED FENCES.**—In England it is common to have fences of the stalks of bull-rushes and other similar plants to protect their hot-beds from cold chilling winds. A gardener of our acquaintance, residing on Long Island, makes them of the stalks of broom corn. Posts about 6 feet apart are put in the ground, and three lasts or strips of boards are nailed on, between which the stalks are perpendicularly placed. A fence from 5 to 7 feet high is thus made around the hot-beds.

**SALT TO DESTROY TREES.**—Among the most useful substances in promoting health in the animal and vegetable kingdoms is salt. Like thousands of other substances, it destroys, when used in excess, those very things which it benefits when applied in moderate and suitable quantities. In excess it is destructive of vegetation, but mixed in due proportions with the soil it greatly promotes the growth and health of plants. A writer in the *Genesee Farmer* recommends to concave the stump of a tree, which is difficult to kill, and pour on it very strong brine.

**POTATOES MANURED WITH PINE BOUGHS.**—A farmer in New-Jersey relates to us the following experiment: Having a large number of young pine trees growing near his potatoe grounds, he gathered a sufficient quantity of the boughs to form a considerable covering to a row of potatoes which he was planting in drills. In the drill on one side of this he used lime for manure, and in the one on the other he put in marl. They were all covered with earth in the same manner, and received the same culture. On digging them, those that were manured with the pine were twice as large as the others, and double in quantity.

Planters in the Southern States estimate pine leaves, gathered early, as among the best of manures.

**COTTON CROP.**—Dates from Beaufort, S. C., of October 17th, represent the Sea Island cotton crop equal only to half of that of last year.

**PREMIUM BUTTER.**—At the Pawtuxet Agricultural Fair, held in October, ult. the premium butter was sold at auction, and brought—1st premium 55 cents, 2d do. 40 cents, 3d do. 30 cents per lb.

**PLANTING FRUIT TREES.**—This is one of the best months in the year for planting out fruit and forest trees. In removing them care should be taken to prevent the roots being touched with the frost, as that is sure to kill them. Tender plants and shrubs about the yards and gardens should be covered with straw or rubbish to prevent them from being injured by early frosts.—[Goodsell's *Genesee Farmer*.]

**BEANS.**—These should be gathered before they have been soaked by the long autumnal rains, which greatly decreases their value, either for cooking or planting.—[Ib.]

**BEETS.**—Beets should be taken from the ground before their crowns are injured by the frost, otherwise they will not keep well. They should be corded up in the cellar with their tops out and a layer of sand between each layer of beets—carrots and parsnips should be kept in the same way. Although the latter will in-

duce the severity of winter if left in the ground, yet their flavor is greatly improved by managing as above, besides they are ready for use at that season when they could not well be procured from the garden.—[Ib.]

**GOOD HOUSE-KEEPERS.**—If there be any thing among the temporals to make life pleasant, it is in the walls of a well ordered house, where all is adjusted to please—not by its finery or costliness, but by its fitness, its air of neatness and content, which invite all who enter to taste its comforts. The woman who does not make this a grand item in all her routine of duties, has not yet learned the true dignity of her station—has not yet acquired the alpha of that long alphabet which is set before her; and she who despises this noble attainment despises her best worldly good, and indirectly despises her family, her neighbors, and the word of God. "She looketh well to the ways of her household," was spoken by the wisest man that ever lived, and will be told a memorial of all those who have been eminent for this noble character.—[Gen. of Tem.]

**POULTRY.**—Fowls of every sort may be profitably fed on boiled potatoes and meal mixed. Hens which do not lay in the winter should have access to slacked lime, pounded bones, oyster shells, or other matter, which contains lime in some of its compounds, because something of the kind is necessary to form the shells of their eggs, which are composed of the phosphate of lime.

The following article will, we trust, be read with interest, by those who give their attention to the honey-making insect:

**A Parasite of the Honey Bee (*Apis mellifica*).**—For a few years past, many of those people, in this vicinity, who have apiaries, have found that in the month of April, May, and June, an unusual mortality has prevailed among their bees. This circumstance has led to a thorough investigation of the cause, by those who have felt a particular interest in the products of this valuable insect; and the result has proved that this mortality has been produced entirely by a parasite.

More than two years since, one of my neighbors suggested to me his conjectures, that there was a parasite fly that was injurious to the honey bee; since which time, we have fully ascertained the fact. I have a box now before me, containing a great number of dead bees, in which may be found the parasites, in both the pupa and the perfect state. Usually the bees become sickly, and unable to fly, when the parasites are in the larva state; but they sometimes live till the perfect insect emerges from the pupa. The larva is fixed at the inoculations of the dorsal segments of the abdomen of the bee, and is hardly discoverable by the eye, unless the abdomen be dissected. The larva is white, nearly two lines in length, and very much resembles a small worm or maggot. The pupa is nearly the size of the larva, and of a reddish brown color. The perfect insect is a non-descript, and bears very little resemblance to the [*Stylops*] or [*Xenos*] or any other insect, that has been found to be a parasite of the bee or wasp. It is of the class Diptera of Lin., is little larger than the Hessian fly, but in color and form it is very unlike that insect.

Kirby, many years since, discovered that the insect (*Stylops*) was a parasite in the black-bronze bee, (*Andrena nigroaenea*), in England, and Professor Peck afterwards found that the (*Xenos*) was a parasite in wasps, in America; but I am not aware that a parasite of the honey bee has ever been discovered till of late, and in this vicinity.

In conclusion, I would most sincerely request those who have apiaries to examine their hives during the spring and summer months, and if this parasite is discovered, to investigate the history of the insect, and if possible, to find a remedy for the injury it may produce. MARTIN FIELD.

Fayetteville, Vt. May 15, 1833.

**Memorandums about the Pea Crop.** By W. PRINCE & SONS. [For the New-York Farmer.]

May 22 and 23, 1833. Planted all the following kinds on good ground, without manure, in rows:

June 20. Observed blossoms on the Nimble Dick, and on the Early Single Frame.

23. Blossoms on Bishop's Dwarf, (English seed).

July 8. Early Single Frame and Nimble Dick have pods fit to pick. These kinds much resemble each other.

Early Cluster and Dwarf Prolific blossoming.

August 2. Housed Nimble Dick, and thrashed them out.

7. Pulled up Botany Bay purple podded peas.

8. Pulled up Bishop's Dwarf, and put them on the fences to dry fully; they having ripened unequally, it was unsafe to house them without more airing.

13. Thrashed out Bishop's Dwarf, Botany Bay, Early Single Frame, and Lady's Finger.

16. Thrashed out Sugar Peas, Matchless Marrow, and Bergen Peas.

19. Pulled up Blue Imperial, and New Grotto Marrow, and put them on the fences—not fit to thrash.

Pulled up Spanish Dwarf, Dwarf Prolific and Early Cluster.

It appears that the Nimble Dick and Early Single Frame are the earliest of the above, and they resemble each other very much, but are supposed different varieties. They are fit for the table from twelve to fourteen days sooner than Bishop's Dwarf, or any of the kinds I have planted, and yielded more than Bishop's in proportion as 16 to 13. The Nimble Dick had pods fit for the table in 46 days from the day of planting. I believed that by picking out the earliest pods, they might have realized the story of forty-day peas.

Of Knight's Marrow we sowed two parcels, on the same day, the one from France and the other from England, and although there was in appearance no perceptible difference, yet the crop from the French seed was ten days sooner than that from the English seed.

You will perceive by the above statement that Bishop's Dwarf and the Dwarf Spanish vary materially as to the periods of maturity, &c. In fact, when Bishop's Dwarf was fit for the table, the Spanish Dwarf had but just commenced expanding its blossoms. The reason that many have considered them as equally early is this: a great quantity of the peas sold last spring for the former were of the latter variety, and a number of instances in proof of this fact have fallen under our own observation. WM. PRINCE & SONS.

Linnaean Botanic Garden, Flushing, Sept. 30, 1833.

**Average Velocity of Winds.**—From the average rate of sailing of ships during long voyages through various seas, as in the China trade, and from other data, it is estimated that the average velocity of the wind, near the surface of the ocean, is equal to eighteen miles an hour throughout the year.

Showings of frogs, fishes, &c. arise from water-spouts, or spiral eddies, [whirls,] by which small portions of the waves of the sea and ponds of water, (in a state of division,) with their contents, are forced to an elevation; and thus being transported to a distance, and there falling, produce these strange precipitations.



## NEW-YORK AMERICAN.

OCTOBER 26, 28, 29, 30, 31, NOVEMBER 1-1833.

## LITERARY NOTICES.

We present below the first of a series of letters, which we hope from time to time to publish, from the pen of a well educated and intelligent American who, desirous of seeing for himself those parts of his own country, especially the northwestern territory and the great valley of the Mississippi, which, except from Mr. Flint's Geography, he, in common with the great mass of dwellers upon the seaboard, only knows from the description of foreign and too often prejudiced travellers, is about to make an extensive tour. He will note for the information and instruction of others, the impressions produced upon his own mind by his visit to these noble regions of our country; and we shall, we trust, impart an additional attraction to our columns, by rendering them the medium through which these letters will appear.

Easton, Pa. Oct. 17.

MY DEAR J.

My ride has not as yet furnished an incident worthy of being entered into the journal of the most unambitious tourist. Yet still I take the first opportunity of fulfilling the promise given, when starting on the wide excursion I meditate, of writing to my friends from the different stages of a route, and describing its features with sufficient minuteness for those who take an interest in my letters, to accompany their writer in his wanderings. With which of my friends, with whom breathing, my dearest, can I better commence my little narrative than with one who will only regard its details with the eye of affection—unmindful alike of their want of intrinsic interest, and the unattractive form in which they may be conveyed, so that they be but a faithful record of my wayfaring.

Our route hither from New Brunswick (or *Rougemont*, as some one proposes calling it from the colour of the soil,) was as uninviting as a rainy disagreeable day, bad roads, and a country neither fertile nor picturesque, could make it. Occasionally, indeed, a glimpse of the Raritan gave animation to the scene, as, sparkling restlessly between its cold brown banks, it rushes like an ill-matched bride from their dreary embrace to sully its pure waters in the marsh through which it passes to the sea. These, however, lasted but for a short time, and for the remainder of the ride but few natural objects presented themselves to induce one to dispute that quaint Indian tradition which avers, that when the Mahagoni had finished making the rest of this mighty continent, he slapped from his fingers the mud and gravel which now form this part of New-Jersey.

We reached a straggling village, called Jacksonville, about nightfall, at a low roofed unpretending-looking stone tavern, and finding that no one made his appearance at the call of 'House,' proceeded ourselves at once, like staunch travellers and true, to unharness and blanket our wet and weary horses. The generous animals seemed really to appreciate our consideration in attending to their comfort before consulting our own; and I am convinced that the cordial whinnying of the one I had ridden when leaving him at last to his supper, while I went to seek my own, has established an inviolable friendship between us for the rest of the journey. We had a capital supper—of which buck-wheat cakes, not quite so large as a New-York grass-plot, formed no mean ingredient—and slept in sheets of snow. To this auspicious characteristic, their properties, in other respects, bore a resemblance, as I afterwards discovered, which might readily be dispensed with. I awoke at dawn, with rheumatic pains in every part of my bones, and found, what had escaped me the night before, that every particle of the covering of my bed was as wet as if I had like a politician, who changes without pausing on the fence, been transferred at once from the wash tub to my bed, without undergoing the dilatory process of drying. I was glad to get at once into the saddle, and it took a warm trot of a dozen miles to relax my aching muscles and make me anticipate my breakfast with any thing like satisfaction.

The morning, though cloudy, broke beautifully. The country, as we approached the borders of Pennsylvania, in-

creased in interest. Richly wooded hills, with here and there a fertile slope evincing a high state of cultivation, shone out beneath the fitful sky. The streams from the uplands were more frequent, and their currents flowed with heightened animation. The farm-houses too became more substantial in appearance; and their gray-stone fronts, standing sometimes in a clump of sycamores aloof from the road, betokened the quiet comfort of their inhabitants. The roads indeed became worse than indifferent—but that, though a sudden rain soon set in, did not prevent our enjoying the clouded but still beautiful landscape.

We crossed the bridge over the Delaware to Easton at about two o'clock, and driving to the famous hostelry of Mr. White, the Crutendens of these parts, were soon safely housed in his hospitable establishment. Having breakfasted at 11, we ordered dinner at five, and strolled out to see the lions of the place. The roar of a waterfall was the first thing which attracted my notice, and following the sound I soon found myself near the famous dam over the Lehigh, where, at its junction with the Delaware, back water is created for the sake of supplying the Lehigh canal. The pond, thus formed, which with its abrupt banks, and frowning limestone cliffs wooded to the top, might almost pass for a small natural lake, is filled with small craft,—the lubberly-looking canal-boat and sharp clean-built but still burthen-some ark lying moored by the shore, with numerous light skiffs drawn up near them. I easily procured one of the latter, and shooting under the chainbridge which spans the Lehigh, the wind and current carried me in a moment past stone wharves heaped with anthracite to the brink of the dam. The sudden slope of the water here had an awkward look about it which reminded me vividly of a peep I once took from a row-boat into "the Pot" at Hell-gate, when its screwing eddies carried the eye with a strange fascination deep into the boiling cauldron. Bending heartily to my oars, I was glad to leave the glassy brim that sloped so smoothly to destruction.

The operations of an ark working up against the rapid current of the Delaware next caught my attention. She had four men to manage her—the roughest, hardest looking set of fellows I ever saw; broad shouldered and brawny, with complexions like copper, and having no covering to their heads, but coarse curly hair, matted so thick that it looked as if the stroke of a sabre might almost be turned by it. The strength and agility of these fellows is very striking, as they stride along the gunwale with their long poles, and twist themselves into all sorts of positions while urging their unwilling craft against the foaming current. After they had gained and passed the lock, and floated into the basin where my boat was lying, I could not help rowing near theirs to examine their iron frames more narrowly. I was just making up my mind that such a collection of bold reckless impudent faces as were borne by these worthies, I had never seen, in my life before, when my surmises in physiognomy were fully confirmed by a volley of billingsgate, which one of them let fly at me. It being perfectly in character I was of course much amused at it, and, by gently lying on my oars and looking at him, incensed my amiable acquaintance to a degree that was irresistibly ludicrous. I waited till he was exhausted, and when he wound up by "damning my spectacles," I reflected with Dr. Franklin, that it was not the first time they had saved my eyes; and mentally consigning the fellow to the tender mercies of Hamilton and Trollope, pulled for the berth of my little shallop, and soon after regained my quarters.

I think you would be much pleased with Easton. The situation of the village itself is eminently happy—almost picturesque—and the country around it delightful. Imagine a lap of land, not quite a mile square, embosomed among green hills bounded by two fine rivers and a pretty mill stream—the straight rectangular streets now terminating with a bold bluff, descending so immediately to their very pavements that its rocky sides, skirted with copsewood, seem to overhang the place, and again either washed by one of the streams that determine the site of the town, or facing some narrow ravine which leads the eye off through a wild vista to the open country. Add the remarkably flourishing and well-built appearance of the village itself, with its two bridges, and the extensive works of the Morris and the Lehigh canals adjacent, and you have almost as favourable a combination of rural objects and city improvements as could well be effected on one spot. The chief buildings are the County Court-House, situated in a fine square in the centre of the place, and the La Fayette College, which, from a commanding position over the Bushhill, faces one of the principal streets. The latter is a manual labor institution, (a term I need hardly explain to you) recently incorporated, and likely to flourish under the energetic superintendence of the Rev. Mr. Junkin, its able principal. Easton, as you are probably aware, is celebrated for the rich mineralogical specimens found in its vicinity. The salubrity of the place, as I am informed by an eminent physician, is remarkable; and one can readily believe in its exemption from most of the fevers of the country, from the fact of there being no wood-cock ground within five miles of the Court-House. The site was chosen and the town plot laid out by Penn. a town-monger, who, if he did but his plans with a scissior from paper, as a recent foreign traveller has hinted was the case with regard to Philadelphia, had certainly a happy knack in adapting the model to the locality. The descendants of the great colonizer are still said to own property in Easton,

while the peaceful members of his brotherhood in our day bless his memory when turning up the javier arrow-head within the precincts of the village, and thank Heaven for the teacher whose gentle counsels withdrew forever from this lovely valley the red archers that shot them.

Eagerly as I am now treading on the steps of that fated race to their fleeting home in the far west, with what emotions of pleasure shall I not count every returning mile that will bring me near you.

SELECT JOURNAL OF FOREIGN PERIODICAL LITERATURE, No. IV. Boston: CHAS. BOWEN.—This number has capital selections; but we have only time, in awarding this general praise to it, to refer to one of them—a review from the *British Monthly*, of a report by the Institution of France in favor of animal magnetism. This is the first we have heard of such a report, and our surprise is great indeed. We adopt concerning it and the whole subject, the remarks of the American Editors of the *Select Journal*.

The following, though not very well written article, contains, we believe, a fair account of the report lately made to the French Academy of Sciences by a committee of that body on the subject of Animal Magnetism. This report seems to us one of the most extraordinary phenomena of the age. About sixty years ago the pretended art of Animal Magnetism had its origin in the tricks of a charlatan Mesmer. In 1784, at Paris, the subject was thoroughly examined by commissioners, appointed by the king of France, of whom our countryman Dr. Franklin was one; and the fraud was considered as detected. The supposed art, however, notwithstanding the baseness of its origin, and notwithstanding this discomfiture, still retained credit with many, and found disciples and defenders, particularly in Germany. For a brief account of its history and character, we would refer our readers to the "Encyclopædia Americana." It has now, it seems, revived in full glory; and we have a committee of a very celebrated scientific body testifying to effects unquestionably miraculous in their character. Physical power, are represented as enabling men to see without the use of their eyes, and as conferring the gifts of supernatural divination and prophecy.

Whatever one may believe of Animal Magnetism, the report of the Committee of the Academy of Sciences cannot be read without amazement. It is a document which will mark the age and country in which it was produced. Its existence is a fact hard to be accounted for: and in proportion as it may be better explained, will throw new light upon the occasions, laws, and character of human belief, or rather of human credulity. In accounting for the statements which are made, we may suppose that certain physical effects were, in some instances, produced by operating upon the imagination and feelings of those who submitted to be "magnetized." Collusion, fraud, deception, in various forms, afford another obvious solution. He who has witnessed the tricks of a juggler may easily believe that some of the most extraordinary results described might have been brought about without the agency of any unknown power. Whoever may relate them, not as a mere witness, but as giving assurances that they were effected by the supposed cause, should consider that the first point which every philosopher will demand to have established is his own veracity; and that this must be established upon plenary and unquestionable evidence. We may further remark that in witnessing an exciting phenomena, especially in company with others, there are few whose observation and memory are not affected by their feelings and imagination. It is somewhat rare to find a cool observer and correct narrator, who, when others about him are full of wonder, will submit to the self-denial of so telling his story as to reduce a marvel to an ordinary event. Yet this often may be done by the mention of one or two circumstances which it is easy to keep out of sight.

It seems worth consideration whether the delusion of which the following article gives an account, is not in a great measure to be referred to the character of the times, and to the entire unsettling of the belief of many upon the most important subjects. Throughout a large portion of the European world, nothing in the higher departments of thought can be considered as established and generally recognized as true. One metaphysical system with its pretended revelations has swept along after another. Out of the sphere of the mathematical and physical sciences, men's minds have not been disciplined to habits of clear reasoning and correct judgment. But credulity is the natural attendant of unfounded skepticism and uncertain opinions. The believer in an intelligent Divinity can hardly deny any powers, however new or strange,



which may be claimed for Nature. Animal magnetism has in fact been connected with the pantheistic system, which represents all beings and all powers as portions and attributes of its unconscious God, and in their totality as constituting that God. The magnetized soul disengaged from the body is brought, it is said, into a nearer connexion with the universal Being of which it is a part, and thus discerns the secrets of nature and of fate. He who has received the theory, is prepared for receiving the application of it.

The following is the mode in which the process of magnetizing is carried on :

The magnetizer has two ways of operating ; that by his hands in contact with the patient, called *manipulation*, and that in which he uses certain media of intercommunication with the patient. In the process by manipulation, the author says, that the usual practice is to move the hand, the palm and fingers being on some part of the patient, in one direction downwards, from the head to the feet. Then the operator is to return, throwing the hands round in a semi-circle, turning the palms outwards, in order that the effect of the direct or downward stroke of the hand may not be disturbed. It would appear, from the cautions of all experienced magnetizers, that it is contrary to all the laws of this great remedy to attempt to direct the hand in a course contrary to that which was first selected ; so that bringing the hands up direct from the feet to the head, after they had been brought down from the head to the feet, would neutralize all the efficacy of the first friction. Mr. Colquhoun goes on to say :—

If we attempt to operate with the back of the hand, no effect whatever will probably be produced upon the patient. If, in the course of this process, the hands or fingers of the operator are made actually to touch the body of the patient, it is called *manipulation with contact*. If, on the contrary, the operation is conducted at some distance, it is called *manipulation in distans*.

The *manipulation with contact* is of two kinds. It is accompanied either with considerable pressure, or with light touching ; manipulation with *strong*, or with *light* contact. The manipulation with strong contact is certainly the most ancient, and the most universally prevalent mode of operating, and traces of it are to be found in almost all ages and countries. In manipulating with light contact, the hand, indeed, is conducted very lightly along the body of the patient ; but the magnetizer must perform this operation with the utmost energy, and always have the desire of applying strong pressure to the body of the patient.

The *manipulation in distans*, is applied at a distance from the generally two to six inches from the patient's body. In the case of very susceptible persons, it is performed at a still greater distance. The effects of this mode of manipulating are less intense than those produced by actual contact, and, besides, it requires a greater energy of volition on the part of the magnetizer. It is, however, frequently employed in magnetizing very irritable patients, who cannot endure any stronger method.

It would be tedious to enumerate and describe all the various kinds of manipulation detailed in elementary works on this subject. They may all of them, however, be combined, according to the skill and judgment of the magnetizer, who will vary his modes according to the effects produced, and the degree of sensibility evinced by the patient.

We now extract some of the cases, in which the Committee of the Academy—among whom Majendie and other well known names figure—witnessed the effects of magnetism :

One of the most singular and overwhelming of the cases which came under the head of the more recent and important ones, is that of Jules Cloquet, the well known anatomist in Paris, who had, of his own accord, sent in an account of this case to the surgical section of the Academy. He was no magnetizer, but, very likely, laughed and ridiculed the art with as much asperity as the most determined of its enemies. This gentleman, it appears, was called, on the 8th of April, 1829, to see a Mrs. P., then residing at 151, Rue St. Denis, Paris. He found that she had cancer of the breast, and that nothing but extirpation of the disease could effect a cure. The lady, at this time, had been attended by the physician whom she had long employed, and who was in the habit of magnetizing her into a sleep, or rather somnambule, (for there is a great difference between them), to produce an oblivion of her sufferings. The physician, M. Chapelain, was sensible that no other hope of saving his patient from a miserable fate remained than that held out by M. Cloquet, and he

proposed to the surgeon that he should perform the operation whilst she was in a state of magnetic sleep. The surgeon agreed to it, and the operation was performed accordingly. The patient knew nothing whatever of the proceeding, but was kept asleep for two days, and upon being awoke, and informed of what had taken place, she experienced says M. Cloquet, a very lively emotion.

The power which, it was represented, some somnambulists possessed of seeing perfectly through their closed eyelids, formed the subject of some very close and attentive examinations. The result was, that the commissioners were satisfied, for they looked on, that in one case a patient, in this state, was able to read a book by seeing it through his eyelids ! But this was not all ; for although his somnambulism continued, yet the patient became very much fatigued, and was invited to play a game at *écarté*, of which he was very fond. He showed amazing dexterity all the while, and always beat his opponent.—It is to be remembered, that during all this time, the patient was in a state of somnambulism, and, of course, was unconscious of what he was doing.

Next is a case of paralysis cured according to his own prescriptions :

Paul Villagrand, a student at law, who was paralysed as to half his body by a stroke of apoplexy in the country, was admitted into La Charité, at Paris, after having been treated in all manner of ways at home for sixteen months. Now, the committee actually went to the bed where this patient lay, in the hospital, and saw the physical marks, as they were strongly indicated, of his disease.

They found that the lower left limb was much thinner than the right, that the right hand was closed much more firmly than the left, that the tongue when drawn out of the mouth was carried towards the right commissure, and that the right cheek was more convex than the left. Paul was then magnetized, and the result is thus stated in the report :—

“ He recapitulated what related to his treatment, and prescribed that, on the same day, a sinapism should be applied to each of his legs for an hour and a half ; that next day he should take a bath at Baresges ; and that, upon coming out of the bath, sinapisms should be again applied during twelve hours without interruption, sometimes to one place, and sometimes to another ; that, upon the following day, after having taken a second bath of Baresges, blood should be drawn from his right arm to the extent of a *palette* and a half. Finally, he added, that by following this treatment, he would be enabled on the 28th, i. e. three days afterwards, to walk without crutches on leaving the sitting, at which, he said, it would still be necessary to magnetize him. The treatment which he had prescribed was as followed : and upon the day named the 28th of September, the committee repaired to the Hôpital de la Charité. Paul came, supported on his crutches, into the consulting-room, where he was magnetized as usual, and placed in a state of somnambulism. In this state, he assured us, that he should return to bed without the use of his crutches, without support. Upon awaking, he asked for his crutches,—we told him that he had no longer any need of them. In fact, he rose, supported himself on the paralysed leg, passed through the crowd who followed him, descended the step of the *chambre d'expérience*, crossed the second court de la Charité, ascended two steps, and when he arrived at the bottom of the stair he sat down. After resting two minutes, he ascended with the assistance of an arm and the balustrade, the twenty-four steps of stairs of which led to the room where he slept, went to bed without support, sat down again for a moment, and then took another walk in the room, to the great astonishment of all the other patients, who, until then, had seen him constantly confined to bed. From this day Paul never resumed his crutches.”

Last, and most incredible of all, a case where magnetism had imparted to its object, both the gifts of seeing into the human frame, of specifying exactly the seat and nature of the malady under which another person was laboring, and that of being able to prescribe—without any previous knowledge of medicine—the appropriate remedies by their appropriate technical names, and in the just proportions : and all this is believed by men of high intellectual endowments :

The reporter was called in to assist at a consultation, and he did not neglect to take advantage of this new opportunity of adding to what the committee had already seen. He found the patient to be a young married woman, Madame La C—, having the whole right side of the neck deeply obstructed by a

great congeries of glands, close upon each other. One of them was opened, and emitted a yellowish purulent matter.

Mademoiselle Céline, whom M. Foissac magnetized in presence of the reporter, placed herself in connexion with this patient, and affirmed that the stomach had been attacked by a substance like *poison* ; that there was a slight inflammation of the intestines ; that, in the upper part of the neck, on the right side, there was a scrofulous complaint, which ought to have been more considerable than it was at present ; that, by following a soothing treatment, which she prescribed, the disease would be mitigated in the course of fifteen days or three weeks. This treatment consisted of some grains of magnesia, eight leeches applied to the pit of the stomach, water, gruel, a saline cathartic every week, two clysters each day, one of a decoction of Peruvian bark (kins,) and, immediately after, another, of the roots of the marsh-mallow, friction of the limbs with ether, a bath every week ; food made of milk (*laitage*) light meats, and abstinence from wine. This treatment was followed for some time, and there was a perceptible amelioration of the symptoms. But the impatience of the patient, who did not think her recovery proceeding with sufficient rapidity, determined the family to call another consultation of physicians, who decided that she should again be placed under mercurial treatment. From this period the reporter ceased to attend the patient ; and he learnt that the administration of the mercury had produced very serious affections of the stomach, which terminated her existence after two months of acute suffering. A *procès-verbal* upon opening the body, signed by M. M. Fouquier, Marjolin, Cruveillier, and Foissac, verified the existence of a scrofulous or tubercular obstruction of the glands of the neck, two small cavities full of pus, proceeding from the tubercles at the top of each of the lungs ; the mucous membrane of the great cul-de-sac of the stomach was almost entirely destroyed.

LIBRARY OF STANDARD LITERATURE—THE WORKS OF BURKE, 3 vols. 8 vo. New York. GEO. DEARBORNE. It is only a little time ago since we spoke of this splendid enterprise, of which we have now the first fruits from the press of Mr. Dearborne. The works of Burke, however politicians may cavil about some of his principles, are well entitled to lead in any series of publications, intended for the future as well as the present, for standard use and reference. They are here presented in a form which combines economy order and beauty. The arrangement of the contents is chronological. The double columns admit of compressing into three, materials which usually occupy seven or eight volumes ; while the clearness of the type and paper obviates in a great degree the usual objections against small print. We have had occasion in several of the above notices, to praise the beauty of Boston publications. We are well pleased to be able to say of this, that it authorizes the expectation that our New York publishers will not long remain behind their Eastern competitors.

SERMONS ON VARIOUS SUBJECTS ; by Henry Colman, of Salem, Mass. ; 1 vol. 8vo : Boston, Lilly, Wait & Co.—This volume comes recommended externally by beautiful paper and typography. Its contents—bating certain theological opinions about which readers will differ—are worthy, by their style, their earnestness and their tendency, of all the luxury bestowed on them. Mr. Colman was for several years the pastor of a Congregational Church in Salem. Ill-health compelled him to renounce a career which seems to have been one of choice and feeling ; and there is no part of the volume before us better adapted to conciliate the esteem of readers than his valedictory discourse on taking leave of his congregation, and a subsequent address on the induction of his successor.

THE TESTAMENT, stereotype edition : Boston, LILLY, WAIT & Co.—Another sumptuous specimen of the work of Boston publishers. The New Testament, in one volume, on beautiful paper, with a large, clear, open type, and the binding in keeping with all the rest.

SILVIO PELLICO.—Who that has read the *memoirs*—the affecting and improving memoirs of this



victim of Austrian tyranny—can forget the companion of Pellico's harsh imprisonment at Spielberg—*Maroncelli*? Loaded with fetters—plunged in a subterranean dungeon—and counting long and weary years almost shut out from the light of Heaven, from the face of nature, and the sweet intercourse of his fellow creatures—fortitude, the mind conscious of right, and hope, immortal hope, which sustained his spirits, and almost his cheerfulness, were unavailing to ward off the physical effects of such tyranny; and the body yielded, while the soul remained unshaken. Confinement, low diet, and the unwholesome vapors of a dungeon, induced a disorder in the knee, which increasing rapidly in malignity, left no alternative at last but the amputation of the limb. This was effected—how and by what hands we will not now stop to say—but our readers will not forget the beautiful incident, extracted in our notice of the book, of this suffering individual's presenting to the operator who had just hacked off his leg, a flower—a rose that stood hard by—as the only token that Austrian policy had left him, of gratitude.

Well, *Maroncelli*—persecuted, imprisoned, maimed and exiled, because he felt and wrote like an Italian worthy of his glorious native land—*Maroncelli* is now among us; and here will not fail, we may say without hesitation, to find friends, fortune, country. The amusement and ornament of happier hours is now turned into a resource against adversity; and attached as Director of the Choruses to the Italian Opera Company, Signor *Maroncelli's* cultivated taste for and knowledge of music is to be made available to his support. This in itself is something; but a scholar and a poet, he will also give instruction in the language and literature of Italy; and those loved accents which he is no more permitted to breathe on his native soil, he will seek to impart here in this free land, to those who will not relish the instruction less, that it comes from the mouth of one who put life and all at hazard for Italy.

Although we have not authority from *M. Maroncelli* to say what we have done, and no knowledge of the details, if they be yet matured, of his future plans, we could not refrain from stating thus much concerning him and his general purpose.

**THE ORIENTAL ANNUAL:** London.—This new candidate for favor among the annuals was sent to us by Peabody & Co., who were the first, as we are informed by them, to import it. It is Indian in all its attributes; the engravings, 24 in number, are all from scenes in India; the descriptive portion is by the Rev. Hobart Caunter; and in all respects of mechanical execution it may compare advantageously with any other annual.

**VILLAGE BILLES,** 2 vols.—We have not in a long time met with a novel so much to our fancy. It is written without pretension, with great knowledge of the world, of human nature, and the ordinary motives of action among men and women of real life, and in a free, spirited, and sketchy style, that gives effect to the good sense, good feeling, and good times of the writer. Our readers cannot go wrong in getting these volumes.

We have made one or two extracts, which will be found at page 702.

*Tait's Magazine* for September, has a article on Hamilton's *Men and Manners in America*, in which the cause of America is warmly espoused. The following illustration is good:

"Imagine a battered old beau quizzing a ruddy growing boy for his brown holland pin before, the three rows of brass sugar-loaf buttons on his jacket, the redness of his hands, the carelessness of his carriage, his fondness for tarts, his contempt of the higher luxuries of turtle and venison; and you have the sum and substance of all English criticisms on America."

## SUMMARY.

It is mentioned in a Philadelphia paper, that Com David Porter is shortly expected home on a visit to his family.

The ship *Ysidra*, reported to have been lost on the coast of Spain, is insured at various offices in Wall street to the amount of \$30,000, viz. on the cargo of Cocoa \$30,000; on gold and bullion \$30,000, and on the ship and freight \$20,000. The amount on the ship is less than her value, and that on her cargo, though covering cost, is not half equal to what the value would have been, had the cocoa been landed.

The Captain of the brig *Montilla*, arrived just now from Malaga, states that when out about one hundred miles South West of Cadiz, the *Ysidra* started a butt and leaked so badly that the crew took to the boats and left her. The probability is therefore that the loss will be total.

**APPOINTMENTS BY THE PRESIDENT.**—Peter V. Daniel, of Richmond, Virginia, to be Attorney General of the United States, in the place of Roger B. Taney, resigned.

The Charleston Patriot of the 17th inst. says, we understand that the *Bank of South Carolina* of this place have declined receiving the United States Deposites.—[Gazette.]

**Naval.**—It will be seen by reference to our marine head that the U. S. sloop of war *Warren*, Capt. Cooper, from Rio Janeiro, was spoken on Tuesday last going into the Delaware.—[Gazette.]

The passengers who left Philadelphia at 10 o'clock yesterday morning, arrived at 5 in the afternoon.—They were on the road between Bordentown and Amboy only one hour and fifty five minutes. The locomotives exceed all former inventions for rapid and safe travelling; and, when this line is completed to Camden, the intercourse between the two great cities of the United States, will afford facilities to men of business and pleasure, unequalled in any part of the world.—[Gazette.]

There was a slight fall of Snow at Troy on Sunday last.

The *Helvetia* one of the Hudson Whale Company's ship sailed from that place on Monday, for the Pacific Ocean, on a three years voyage. She is commanded by Capt. Cottle.—[Gazette.]

**Steamboat Disaster.**—We learn from the New Orleans Advertiser that the steamboat *Columbia*, Captain Laurent, sunk about twenty miles above New Orleans, on the morning of the eleventh inst., with a full cargo of more than nine hundred bales of cotton. One engineer and two negroes are supposed to have gone down with her.

**Steamboat Accident.**—On Saturday afternoon, the *Champlain*, Capt. Gorham, on her passage from Albany, when between Poughkeepsie and Newburgh, broke her larboard water wheel shaft, and before the engine could be stopped, the shackle bar gave way in two places, breaking the wood work of the boat considerably, and it is supposed also cracking the cylinder. The loud crash, brought all the passengers on deck, who at first took it to be an explosion of the boilers. She worked down to the City with her starboard engine, and arrived about eight o'clock, the accident detaining her only two hours. It will take a considerable time to repair her, and it is not probable from the lateness of the season that she will run again before spring.—[Standard.]

On Tuesday next the law of the Legislature requiring a new mode relative to Copartnerships will take effect. After that period, according to an act passed by our Legislature, all former partnerships, who carry on business under the ancient names of persons no longer living or interested, will be required to take the names of the partners actually doing business, and no other. The law, as a whole, is a good one, although, like most new acts, will bear rather hard. Many old firms, which have been familiar to the public, enjoy a high credit, and which have been long identified with the character and credit of the city, we regret will have to be dropped.

**Steamboat disasters in Canada.**—During the late gale the steamboat *St. George* broke one of her shafts, and was towed into port by the *Great Britain*. The steamboat *John Bay*, which plied between York and the head of the Lake, was driven ashore near the Credit, and it is feared will prove a total wreck. The new and elegant boat *Britain* sunk at Kingston.

The new steamboat *William Avery*, of Oswego, was towed into Kingston by the *Great Britain*, which boat fell in with her in distress.—[Albany Argus.]

**Proclamation by William L. Marcy, Governor of the State of New York.**

During the present year, the beneficent Ruler of the Universe has been pleased to dispense, in a liberal measure, his bounties and his blessings, to the people of this State. Peace and tranquility have prevailed throughout its whole extent; our free institutions, securing to us the full enjoyment of our civil rights and religious privileges, are unimpaired; our establishments for education continue to dispense the treasures of knowledge to the rising generation; our harvests have been unusually abundant; and industry, in all the diversified pursuits of our citizens, has been bountifully rewarded. While many other parts of our common country have been afflicted with a most destructive pestilence, the inhabitants of this State have been exempted by a kind Providence from its visitation, and signally blessed with an unwarped degree of health. Entertaining sentiments becoming a moral and religious people, it is our solemn duty to express in a public manner, the homage and gratitude due to our Divine Benefactor, for the manifold favors he has been pleased to bestow upon us:—

I do, therefore, in conformity to usage, most respectfully recommend, that *Thursday, the fifth day of December next*, be observed as a day of public PRAYER AND THANKSGIVING by the people of this State.

Given under my hand, and the privy seal of the State at Albany, this twenty eight day of October, one thousand eight hundred and thirty three.

W. L. MARCY.

[From the Charleston Courier.]

**IMPORTANT SALVAGE CASE.**—*Wm. P. Lea vs. The Ship Alexander.*—We understand that the following points were decided by the District Court, in this case, on Saturday last.

1. That a Pilot going on board of a ship ashore 45 miles from the Bar of Charleston, being within his pilotage ground, cannot claim salvage, although he saves the ship—but may be entitled to extra compensation.

2. That to entitle the Pilot, in such a case, to claim salvage, he should have distinctly declared on going on board, that he was there as a salvor and not in the capacity of a pilot, in order that the master might make his election in which character he would receive him.

3. That under the City Ordinance, regulating pilotage, the boarding of a vessel within 40 miles of the land, was within the regular duty of the pilot: but in consequence of extra services, he was entitled to extra compensation—which the court awarded to the amount of \$400.

From this decree the libellant has appealed.

J. L. Wilson & T. S. Grimke, Esqrs. for libellant. C. G. Memminger and S. G. Barker, Esqrs. Contra.

We are informed that it turned out in evidence that the ship was not insured.

**LITTLE ROCK, [ARK.] Sept. 18.**—The Arkansas river has risen 12 or 15 feet within the last ten days, and is still rising fast. It is now at a stage to admit of navigation by boats of the largest class.

For more than two weeks past, we have been almost constantly visited by cloudy and rainy weather, and during a considerable portion of the time, the rains have been very heavy. Within the last two or three days, the sun has occasionally made his appearance, but at present, we have but little prospect of fair weather.

**INTERMENTS AT NEW ORLEANS.**—*Catholic*—Oct. 10th, 12; 11th, 10; 12th, 24; 13th, 10; 14th, 14—70. *Protestant*, Oct. 10th, 9; 11th, 7; 12th, 6; 13th, 2; 14th, 7—31—Total 101.

The late fair of the American Institute was much more productive than any former exhibition, the receipts amounting, as we are told, to over \$2540; which is \$600 more than received at any former fair. More than 10,000 tickets were sold, and as the ladies, members of the institute, and a great number of other persons, were admitted gratuitously, it has been supposed that more than 40,000 persons visited the exhibition. We have no doubt that a still larger estimate would come nearer the truth.—[Courier.]

A German Priest walking in procession at the head of his parishioners, over uncultivated fields, in order to procure a blessing on their future crops, when he came to those of an unpromising appearance, would pass on, saying, "Here are prayers, and singing will avail nothing; this must have manure."



[From the Commercial Advertiser.]

**AMERICAN TREATY WITH SIAM.**—We subjoin an article from the Singapore Chronicle of the 6th of June, which contains, we believe, the only provisions of the treaty between our government and that of Siam, recently negotiated by Mr. Roberts, that have transpired. In fact it gives, we have reason to believe, all the information respecting it which the public can be anxious to know.

The American sloop of war Peacock, Capt. D. Geisenger, arrived at the Bar about the latter part of February last, having on board Edmund Roberts, Esq. as Envoy from President Jackson to Cochin China and Siam. Previous to the vessel's arriving at Siam, the Embassy had been at one of the out ports of Cochin China, but could accomplish nothing. They were, however, well received at Siam: two large war boats were sent outside the bar to bring Mr. Roberts to Bangkok, the Peacock being too deep to pass over it. The party that came up consisted of eleven persons: Mr. Roberts, Capt. Geisenger, the Doctor, Mr. Morrison, jr., of Canton, as Private Secretary and Chinese translator, two or three Lieutenants, and the residue Midshipmen. They occupied one side of the factory built for foreigners.

Mr. Roberts had his letter from the President of the United States to the King of Siam—it was open, and having no large seal on it, the Siamese could scarcely believe it to be a genuine letter from the President; but the Peacock lying outside the bar, with 200 white men on board, was a reality, therefore all must be real.

Mr. Roberts proposed to form a treaty of friendship and commerce, at which the Siamese made no objections. He endeavored however to make a more advantageous one than the English did, but that, the Siamese said, could not be done; they would agree to allow the Americans to trade on the same footing as the English, but more could not be granted. After some delay and trouble, a treaty was drawn up after the Siamese fashion; but then the fight for alterations, amendments, &c. Mr. Roberts had an audience of his Majesty, and only one. The treaty is written in the Siamese, Chinese and Portuguese languages, and commences in the same style as the English one, with "Somdet Phra Putti Chan Ya Hua," &c., which is translated in the treaty, "the great and magnificent King," instead of the literal godlike titles which are alike applied to their God and their King. Mr. Roberts was very anxious to obtain the treaty sealed in duplicate, in order to forward one copy to the United States from Batavia or elsewhere, and after having gone to the trouble of drawing three copies, the foolish old Praklang could not be induced to sign the duplicate, being fearful, it is presumed, that Mr. R. only wanted to sell the duplicate to some other State! so that Mr. R. went away with only one copy sealed. The Praklang was reasoned with, and told that were he to sign a hundred copies, no harm could befall the country, all being of the same tenor and date; but it was of no avail.

The presents given by Mr. Roberts did not produce the desired effect, though valuable in themselves. Indeed, to a Court, like Siam, they were rendered in some sense valueless through their ignorance. The presents to the King consisted of a pair or two of beautiful watches set with pearls of some value, some silver baskets and abundance of China Silks. To the Praklang also, Mr. Roberts gave presents to a good amount, but he did not visit any of the interior Princes. The amount of the presents might be about 2000 to 2500 dollars, while the returns consisted of a little sugar, sticklac, pepper, tin, gamboge, benjamin, Anguella wood, Sapan wood, and inferior Cardamome—the whole of which might be worth 1000 or 1100 dollars. The Siamese knew the presents were bought in China, which did not please them much, and it is said, that at one time they were not disposed to accept them. The original presents intended for the Cochin Chinese and Siamese Courts were sent out from America in a separate vessel, but she had not arrived in China ere the Peacock left. But this the Siamese would not credit.

Mr. Roberts inserted one article in the Treaty to the effect that if a citizen of the United States contracted debts in Siam and was unable to pay them, the creditors were to take whatever he possessed, and then to discharge him;—they are not to detain a citizen in Siam contrary to his inclination, or something to that effect. This the Siamese agreed to, provided a similar clause was inserted in their favor, and the article, at present, stands thus: "If a Siamese buy from a citizen of the United States, or owes him money, he must pay the citizen, if he possesses the means; but if he has not, the citizen

is to take what he has got, and give him a discharge. The same with respect to the citizen of the United States."

This is liberty and bankrupt law with a vengeance. It is to be regretted that such a clause was inserted at all; for, from the manner of transacting commercial business at Bangkok, it is almost impossible for the foreign merchant to get into debt with the Siamese. The former is obliged to sell his goods generally on a credit; but not so the Siamese merchant, his produce. If, therefore, a Siamese dealer be inclined to take advantage of the above article, he may purchase goods from a foreign merchant, pay his former debts, and if there be any residue, hand it over to the merchant, who, by the treaty, is bound to give him a discharge! This was explained to Mr. Roberts, by saying that another article, inserted in the treaty, counteracts the above, which states that the Americans are to enjoy the same privileges as are granted to the most favored nations, and that if a Consul be allowed to reside at Bangkok, from any European nation, excepting the Portuguese, the Americans will be permitted to have one also.

Mr. Roberts was desirous of inserting in the treaty a clause by which liberty should be granted to send a Consul; but the Praklang would not consent, though the King is said to have told him to agree to it. The Praklang informed Mr. Roberts that Capt. Burney had asked permission for an English Consul to reside at Bangkok, but was refused. How far the signification of the phrase "most favored nations"—extends, is a matter of inquiry; it may be applicable only with regard to any alteration in duties, though the article regarding debts would still continue in effect.

The Peacock left the Bar of Siam for Singapore, on the 6th of April, after having remained upwards of forty days.

**COMMERCIAL TELEGRAPHS.**—The following extract of a letter from Paris of 5th September, to one of the London Journals, gives the first intelligence we have seen of this new enterprise of commerce in France. The effort of ministers to crush it, might find some countenance of our Postmaster General's attempt last year to interfere with, and defeat, the express of the Journal of Commerce:

"You have probably heard of the erection of commercial telegraphs on the route from Paris to Rouen; and of the opposition offered to the undertaking by the French Government. The persons at the head of it, however, being men of wealth, took the opinion of about twenty of the most eminent men at the French bar, who declared, that the Government could not, without a gross violation of the law, prevent the establishment of commercial telegraphs. Consequently there is no chance of their being put down, except by the Chamber of Deputies: but this is not expected, although Ministers say that they will make every effort to obtain their suppression. In the course of a few months, there is to be a line of telegraphs on the route from Paris to Calais, by which means you will get all important news very rapidly in London; as the estimated rate of expedition is two hundred and fifty leagues per hour in the day, and about one hundred in the night."

**The Fall of the Brighton Antheum.**—[Further Particulars.]—The Antheum was the largest dome in the world, exceeding in diameter that of St. Peter's at Rome by 36 feet, the width of the dome at bottom being 164 feet, and the height from the ground to the top of the ring exactly 64 feet. With the cupola it would have been 80 feet or more in height outside; and the height inside, to admit the lofty palms, would have been considerably increased by gradually sinking the ground. It must be remembered that the dome was not, like St. Peter's, placed on a height; it rose at once out of the ground. At six o'clock, the workmen left as usual, excepting a man named Wyatt and the head gardener, whose duty it was to see the house locked up and everything secure. A little before seven, the gardener, who was in the centre, was alarmed by a loud cracking noise:—Wyatt exclaimed "save yourself it is not safe," and he had barely escaped at the north entrance and climbed over the pailing, when the whole top part of the dome fell in with an awful rapidity. He describes the ribs as having fallen down, one after another, like a pack of cards, accompanied by a sound resembling the continued firing of cannon. The millions of sparks produced by so many pieces of iron striking against each other,

made it appear as if the dome had fallen in a bed of flames; and some brickmakers in the next field actually gave an alarm of fire. The shock was so great in the neighborhood that the "lights" of the plant and melon pits simultaneously slid from their frames. Immediate information of the disastrous calamity was forwarded to Mr. Philips, who arrived at the spot in a state of the greatest agitation; but finding that no lives had been sacrificed, he gave the necessary direction for keeping out the curious who crowded to the spot; and very fortunate it was that he did so, as during the night, many of the principals, which were left standing, came down with a tremendous crash. The loss is tremendous; the labor for putting up the iron work only, not reckoning the expense of carriage and casting, &c.—the simple labor on the dome itself, cost upwards of two thousand pounds. We learn that it is likely the Antheum will be re-erected. Messrs. Goldamid, Hollis, and English, were all here on Monday, and arrangements will be instantly made for re-building it. Crowds of persons have been to see the ruins.

**POPE GREGORY XVI.**—Bishop England of South Carolina, in a letter published in the newspapers, thus describes the occupation and habits of the present Pope, whom the writer of "first impressions of Europe," in the Mirror, calls "an indolent and good old man."

His ordinary hour of rising is about 4 o'clock in the morning, at all seasons of the year. He devotes to private religious exercises, such as prayer, meditation, the celebration of the Mass, and spiritual reading, nearly three hours. At 7 o'clock, he commences his audiences of the Secretary of States, and other offices employed in the temporal governments of his states. In this laborious occupation several hours are daily consumed. He takes no breakfast; but occasionally a cup of coffee—of which beverage he is extremely fond—is brought to him as a refreshment.

When this duty is discharged by giving decisions and directions, either some of his own subjects are received upon business, or foreigners are presented—and thus some time is occupied. His holiness has no fixed time for dinner, which is his only meal; but when the press of business subsides, he takes alone an exceedingly plain and moderate refectation. The estimate of expenses for this dinner, including wines, fruit, &c. would be too high at five dollars the week. After a short rest, and sometime devoted to prayer, the holy father walks for an hour or two in the gardens; on which occasions some of the principal foreigners of distinction, who have been previously presented, are upon special leave permitted to introduce him to the ladies of their family. At about 5 o'clock in the afternoon, he proceeds to his cabinet to receive the prefects or secretaries of the several congregations for ecclesiastical affairs, foreign prelates, and others with whom he has business relating to the church. He is generally occupied with them till after 8 o'clock; not unfrequently till 9. His evening devotions must then be attended to, previously to his retiring for the night.

The above order is indeed often interfered with, by the necessity of his presiding at congregations of cardinals and prelates upon special and important extraordinary cases of ecclesiastical business, as also of his presiding at consistories, where the whole body of cardinals assemble to deliberate on some weighty affair, relating sometimes to the government of his States, sometimes to the general concerns of the Church: he is moreover required on solemn occasions to attend at the grand ceremonies of the church, on the principal festivals; and sometimes too, though seldom indeed, does he break from his laborious routine, in order to ride or walk a few miles into the country, to inhale a more pure air, and to unbend a mind drawn to its utmost pitch, by such close application to the most important concerns of millions for this world, and of myriads for the next. This is, indeed, but a slight indulgence for one who in his sixty-ninth year is pressed upon so heavily by the concerns of time, and the concerns of eternity! Occasionally, when the weather will not permit his excursion or his walk in the garden, the father of the faithful might be found viewing, in his moments of relaxation, those glorious productions of nature and art with which the magnificent galleries of the Vatican are filled. No one surely would reproach him for such occupation of a moment thus given to restore the elasticity of his mind; unless, perhaps, we might be able to resuscitate the man who was scandalized at discovering St. John, the Evangelist, occupied with a hawk, as the companion and object of his mental relaxation.



[From the "Village Belles," a novel, in 2 vols.]

Subjoined is a short sketch of a humorist, and an original.

The defunct Sir John Worrel had been something of a humorist. "Knowledge is power," said he, "the power of making one's self disagreeable." That he might not make himself disagreeable, he never opened a book after he became his own master; but devoted himself to the gratification of an extraordinary passion for bell ringing. At first he used to practice in the parish church, but his constant peals disturbing the studies or the slumbers of Mr. Wellford's predecessor, a quarrel ensued between baronet and vicar, and Sir John set up an opposition belfry in his own ground. Here he and his men servants amused themselves many a long hour; ding donging the good people of Summerfield out of their senses; and wearing Mr. Greenway to a thread with low spirits, except when a north wind carried the noise to Haxley, and nearly put a stop to the business of the place. Sometimes they pealed, at other times they tolled; at length, Death, out of patience at so much tolling without any burials, took off Sir John. His relict sold the bells, and the campanile fell into decay.

One more sketch, in which a glimpse is given of the charming Rosina.

Rosina, for reasons well known to herself, had decided on walking; and she said so much more than the occasion required, about being an excellent pedestrian, never feeling tired, scornful donkey-chaises, &c., that Hannah, without more ado, took the vacant seat, and the party set off.

Mr. Russell offered his arm to Rosina, Huntley walked next to her on the opposite side, and for some little time, the whole party continued together, exchanging desultory remarks on the scenery and the weather; but presently coming to a steep cart-track, Huntley ran forward to support the chaise, which seemed to him in imminent danger of losing its balance, and he continued to keep his hand on the side rail while answering some inquiry of Mrs. Wellford's. Arrived at the end of the lane, a fine turf down opened before them; the donkey began to trot, and Huntley to run, still keeping his hold on the chaise elbow, and continuing his laughing dialogue with the ladies, which, from the rattling of the wheels was necessarily carried on in a raised tone of voice. The clear fresh air of the heath heightened the complexions of Hannah and Huntley, each of whom thought they had never seen the other look so handsome; and the race continued till a slope of the downs carried them out of sight of Rosina and Mr. Russell. Hannah looked back after them once or twice, and asked her mother if they had not better wait.

"That is easier said than done, Hannah," replied Mrs. Wellford, smiling, as she vainly pulled the rein. "Our magnanimous donkey seems to have snuffed inspiration from the breezy air."

"Is this your best driving, madam?" asked Huntley. "I thought you had been a better whip. Ah, give him the rein; you are hurting your gloves more than his mouth. This unwanted speed will soon abate, depend upon it; and we may as well await our distanced companions at the foot of the next hill as any where else."

Acting on this resolution, they half traversed Haxley common.

Rosina, in the mean while, had been rather annoyed at being left behind with Mr. Russell. "He had joined them," she said to herself, "without being wanted by any body, and now had completely broken up the party."

"Had not we better walk faster?" said she gently dragging him forward as she spoke: "they will be out of sight presently."

But no: Mr. Russell hung heavy on hand. "We cannot keep up with them," said he composedly, "and I dare say they will wait for us at the bottom of the slope."

"Oh don't trust to that," cried Rosina eagerly, "for I know the Holland's donkey of old, and when it once takes to trotting on Haxley heath, it never stops till it reaches the foot of the White-thorn hill."

"In that case," replied Mr. Russell, "there is still less chance of our keeping up with them; so you see, Rosina, it was a lucky thing I fell in with you, or you would have been left to yourself."

"No, that I should not. I am sure," cried Rosina, indignantly tossing her chin. "Don't you think," resumed she, "that we had better try to gain the slope at any rate, before they are out of sight, that we may see which track they take?"

"Oh," continued Mr. Russell, "I know my way to the brow of the hill perfectly well."

"But I am not so sure that mamma does," interrupted Rosina.

"If she loses her way," replied he drily, "we are not answerable for it; since she has run away from us, not we from her. However, we shall all meet at our journey's end, I make no doubt."

Rosina could not help letting her lips betray that note of impatience which can only be imperfectly implied on paper by the syllable "tut!" The vexation was increased by her imperturbable companion's coming to a full stop, apparently for no other purpose than to scent the reviving air.

"Delightful!" exclaimed he at length, with a tone and countenance of keen enjoyment. "Here, indeed, as your favorite Cowper expresses it, the sense is regaled."

"With luxury of unexpected sweets."

"My favorite Cowper!" repeated Rosina with contempt, "Hannah's favorite Cowper, if you please. I have no taste for such dull, prosy writers, who instead of giving airy nothings a local habitation and a name, describe just what is before their eyes and no more, with the accuracy of a camera obscura. The 'Lay of the Last Minstrel' is worth all that a thousand Cowpers could write. 'The Task' too! Such a name! Enough to sicken one at the very outset. There is a great deal in a name, though Juliet chose not to think so; and Cowper fixed on one equally hateful to teacher and scholar."

"Very good, Rosina!" said Mr. Russell laughing, "there is much originality in what you say, and I always derive amusement from your ideas, though they are not—or more properly, because they are not in exact accordance with my own. As to your opinion on the subject of names, I agree with you that Miss Juliet Capulet was very unadvised when she exclaimed, 'What's in a name?' and that she would have been compelled to answer 'a great deal,' if it could have been proved that the so-called Signor Romeo Montague had no right to any other appellation than plain Stokes or Stubbs. Her love would speedily have been nipped in the bud, we may be certain. I myself am not a little proud of a name which revives associations with the noble, the brave, and the patriotic; and Mr. Huntley would fall five per cent. in your estimation, I dare say, if he were to turn out a mere Smith or Williams."

"Some people," said Rosina, "have more to boast of than their names."

"Why, that is true, too," rejoined Mr. Russell, "and I think you, Rosina, are among the number; for Wellford is not a very striking name. Rosina is pretty and Italian-like enough, but Wellford has not much to recommend it. Take my advice, therefore, and change it as soon as possible."

"Really, Mr. Russell—" exclaimed Rosina, very pettishly.

"Really what, Miss Rosina?"

Mr. Russell laughed with such thorough good humor at this speech, that Rosina, fearful of having rather exceeded the bounds of propriety, began to think she might as well treat him with a little more consideration. She was also aware that she was exposing herself to ridicule by displaying so much vexation at having been forsaken by Huntley. For the next ten minutes, therefore, all was smooth and agreeable.

At the expiration of that time, our walkers gained the top of the slope, and could perceive no traces of their companions on the wide-extended heath before them. Rosina's irritation now returned, and she declared that it was ill-natured of her mother and Hannah to leave her behind, as she was growing very tired.

"Indeed!" cried Mr. Russell, then you sadly over-rated your powers, when you said you were sure you could walk to Haxley-hill and back without fatigue! Bless me, what can be done in this emergency? How came you so to deceive yourself? But perhaps," added he, glancing slyly at her delicate *chaussure* and the pretty French glove that rested on his arm—"perhaps your fatigue in some measure depends on who is your companion."

Rosina was too much provoked to answer.

"Well then," pursued the abominable Russell, "as silence gives consent, I am to infer that Huntley is the happy man. Poor me! What shall I do to render myself less obnoxious? Shall we turn back? I am entirely at your disposal.—No.—Well then, let us make the best of our way forward, and I will make myself as agreeable as I can. Shall I carry your parasol for you?—you won't let me—come, then, that little bag; I long to be of service. Are there any sandwiches in it?"

"As if I should carry sandwiches!" said Rosina half laughing.

It might be worse filled, though—this air is what

Greenway calls 'very appetizing.' Are you quite sure you are not deceiving me—No—here are a cambric handkerchief, a smelling bottle, and some keys—oh, I understand pockets are gone out of fashion."

"You are mistaken, there are no keys."

"Are there not?—I thought there were. By the

by, Rosina, I have some news for you."

"Have you?"

"Yes—concerning an old flirt and favorite of

yours. Can you guess whom I mean?"

"No indeed."

"Try."

"An old favorite."

"And flirt too—very, very old."

"I am sure I cannot imagine," said Rosina, care-

lessly, "unless it is Lewis Pennington."

"Unless!" that is a lucky guess of yours, Rosina. Yes, Lewis Pennington it is. I had a letter from him this morning. He has left Oxford, and writes to me that—what do you think?"

"How can I tell what to think—Lewis and I used to be very good friends when we were children, but really that is so long ago, that I have nearly forgotten him. How can I guess what he has written about?"

"What's Hecuba to him, or he to Hecuba?" repeated Mr. Russell; "but, indeed, Rosina, you must show a little more curiosity respecting my intelligence before I communicate it. News, you know, is a London staple: and as silks, ribbons, bobbins, everything from the great metropolis, has a neat little profit tacked on to it by the country retailer, so news is by far too scarce an article in our hamlet to be disposed of for nothing. Come, guess, guess!—I had nearly said 'an' thou lovest me.'"

Certainly Mr. Russell seems a little touched this morning, thought Rosina: what can have made him so exceedingly absurd?

"I suppose," said she with an unconcerned tone and look as possible, "Lewis is going to be married. If that is not it, I have nothing else to guess.—Whatever it is I care very little about it."

"Can that be true, Rosina?"

"Quite true, I assure you, Mr. Russell."

"Oh, very well!" said he with a mischievous

smile, "I will not waste my news on a person who does not care for it; and if, as I shrewdly suspect, this indifference is only assumed, you will deservedly punish yourself. Take care, however, that the news, when it *does* reach you, as it certainly will, does not come on you like a thunderbolt."

"A thunderbolt! how absurd?" said Rosina.

"We shall see!" said Mr. Russell, smiling.

He then continued to walk on, silently knocking about the flints and pebbles which lay in the path with his cane; till Rosina, who was secretly curious to know his mighty intelligence, asked him if he expected, like the Duke in "As you like it," to find a sermon in the stones.

"Why, possibly this flint," said Mr. Russell, picking one up from beneath his feet, "might, if it had a tongue, chatter quite as much to the purpose as many bipeds. For what reason, we may imagine it to exclaim, 'am I left here in inglorious solitude, wedged in coarse marle, or kicked out of the way by every clouted peasant that crosses this path to pursue his daily labor, when many other flints, by no means so comely as myself, are selected by the partial hand of man to raise the cottage wall, or emit the generous spark?' Ah, foolish flint! you know not of what you complain. Borne hence in the object of your ambition, viz., the flint gatherer's basket, you would find yourself exposed to many rude buffets in that world, which, at distance seen, so allures your inexperienced imagination. Hard blows from the workmen's trowel, or stunning thumps against the sturdy steel, administered by the greasy hands of a cookmaid; and even in repose—what repose! the filthy darkness of a kitchen drawer! Be grateful to me, mistress flint, for restoring you to your inglorious but peaceful abode in the footpath, where the soft breeze blows over you, the blue sky shines above you, and the gorse and heather bloom at your side; and know that your fate is a type of many a charming fair who sighs for the gaiety of high life, but is luckily condemned to remain in that seclusion where, would she but discover it, the truest happiness is to be found! Well, Rosina, have I discoursed most eloquent nonsense?"

"Certainly, Mr. Russell," said she, smiling, as she felt her ill-humor rapidly thawing away, "you are a very odd sort of person, and though you like teasing a little sometimes, it is impossible to be out of temper with you long together."

"Out of temper!" exclaimed he; "do you confess so much? Give me thy hand! Come, Rosina, answer as Brutus did."

"And my heart with it!"



I will put no unfair construction on the words, I promise you. You won't? Well then I must say that you are a very odd sort of person too, and that it is impossible to be out of temper with you long together. We have made up our reconciliation just in time; for sure enough there is the donkey chaise where you said it would be, at the foot of the White-thorn hill. So now it will be but fair that Hannah and Huntley shall be left to toil in the rear as we have done, while Mrs. Wellford, you, and I ascend the hill with the speed of the wind."

Not even the conclusion of this speech could now put Rosina out of humor. She walked forward briskly, and they soon came up with the donkey-chaise party, who looked the picture of content. Huntley ran towards Rosina as she approached, and offered her his arm. Thus supported on either side, she told Hannah she could very well walk up the hill, though her late complaints to Mr. Russell shamed her from again maintaining that she felt no fatigue. They all proceeded to their place of destination; Rosina conversing with Huntley in high spirits, and in the overflowing of her satisfaction, bestowing many smiles and lively sallies on Mr. Russell.

"Aha" thought he to himself, "my young lady is fairly caught for the present; but it will not last long, and I know why."

Without stopping to search into the meaning of this mysterious "I know why," we must proceed to the summit of the hill, where Mr. Huntley, as all had expected, was much struck with the view which opened before him. It was too extensive, however, he said, to be a fit subject for a sketch: it was vast, but not picturesque. Much was discussed learnedly and unlearnedly, on *coups d'œil*, grand masses, broken foregrounds, light and shade. At length Mrs. Wellford proposed returning.

Mr. Russell does not seem quite ready to go," observed Rosina. "See how pensively he stands with folded arms, quite absorbed in meditation! What are you considering Mr. Russell?"

"Nothing very particular," replied he, turning round with a smile, "I was merely letting myself be breathed on by this delicious wind; or, if I was thinking at all, I believe it was that I felt very hungry."

"What a poetical confession!" exclaimed Rosina; I expected to find you had been engaged in some very sublime speculation."

"Give me leave to ask, Miss Rosina Wellford, have you dined?"

"Yes, I have."

"Well, I have not: therefore, the next time we compare the relative sublimity of our ideas, pray let us start fair on this point. At present, you have the advantage of me."

The laugh was now against Rosina. Hannah offered to walk, and her younger sister seated herself in the chaise without complaint. The walkers and riders kept more together on their return than they had done before; and on reaching the White Cottage they separated with mutual expressions of satisfaction.

# WINCHESTER AND POTOMAC RAILROAD.

**TO CONTRACTORS FOR EXCAVATION AND MASONRY.**—Proposals will be received by the undersigned at Taylor's Hotel, in Winchester, Va. on the 11th day of November next, for the Grading and Masonry of Twenty-seven miles of the Winchester and Potomac Railroad, commencing near the town of Winchester, and ending at the Shenandoah River. The above work will be divided into sections of convenient length; and plans and profiles of the line, and drawings of the requisite constructions, will be exhibited at Winchester, for one week previous to the letting.

Proposals will be received at the same time and place, for delivering, on the line of the Railroad, Four hundred thousand lineal feet of Heart Yellow Pine or White Oak Rails, the dimensions of the rails to be five inches wide, by nine inches deep, and in lengths of fifteen and twenty feet.

Any further information in relation to the above work will be given on application, verbally or by letter, to William H. Morell, Principal Assistant Engineer, Winchester, Va. or to the Assistant Engineers on the line.

MONCURE ROBINSON, C. E.

Sept. 27th, 1833.

05 tn7.

## RAILWAY IRON.

**Ninety-five tons of 1 inch by 1 inch, Flat Bars in lengths of 14 to 16 feet counter sunk holes, ends cut at an angle of 45 degrees with splicing plates, nails to suit.**

200	do.	1 1/2 do.	do.
40	do.	1 1/2 do.	do.
80	do.	2 do.	do.
600	do.	2 1/2 do.	do.

soon expected.

250 do. of Edge Rails of 35 lbs. per yard, with the requisite chairs, keys and pins.

The above will be sold free of duty, to State Governments, and Incorporated Governments, and the Drawback taken in part payment.

A. & G. RALSTON.

9 South Front street, Philadelphia.

Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited to those disposed to examine them.

073msowr

**GRACIE, PRINE & CO.** having this day taken into co-partnership **JOHN CLARKSON JAY**, will continue their business under the same firm.—New-York, 1st October, 1833.

## FOR SALE,

**ATLANTIC JOURNAL AND FRIEND OF KNOWLEDGE**—A Quarterly Journal, by Professor Rafinesque, of Philadelphia, begun in the spring of 1832, with wood cuts, &c. dedicated to Historical and Natural Sciences, Botany, Agriculture, &c. &c. one dollar per annum.

**MEDICAL FLORA OF THE UNITED STATES**, in 2 vols. with 100 plates, containing also the economical properties of 500 genera of American plants. \$3.

**MANUAL OF AMERICAN VINES**, and Art of Making Wines, with 8 figures. 25 cents.

**FISHES AND SHELLS OF THE RIVER OHIO**. 1 dollar.

**AMERICAN FLORIST**, with 36 figures—price 36 cts.

\*Orders for these works, or any other of Professor Rafinesque's, received at this office. A9 d J M & F

## TO STEAMBOAT COMPANIES.

**PROFESSOR RAFINESQUE**, of Philadelphia, offers his services to render steamboats incombustible, and not liable to sink, even by the bursting of boilers, or striking against snags, sawyers and rocks. This will save many boats, much property, and the lives of hundreds every year. Those who neglect this easy improvement, deserve to be neglected and deserted by the public as unmindful of safety. Apply, post paid. 81 R J M M & F

## TO RAILROAD COMPANIES.

**PROFESSOR RAFINESQUE**, of Philadelphia, will undertake to build CARS that will carry along their own railway, and may be used on level M'Adam roads. They will save ten millions of money to be wasted on 1000 miles of iron railroads to be laid in the United States within a few years, and dispense with tracks and double tracks. These CARS may be drawn by horses or steam. He claims to have discovered them ever since 1823, by his caveats filed in the Patent Office. Apply, post paid. 81 R J M M & F

**TOWNSEND & DUFFEE**, of Palmyra, Manufacturers of Railroad Rope, having removed their establishment to Hudson, under the name of *Duffee, May & Co.* offer to supply Rope of any required length (without splice) for inclined planes of Railroads at the shortest notice, and deliver them in any of the principal cities in the United States. As to the quality of Rope, the public are referred to J. B. Jarvis, Eng. M. & H. R. Co., Albany; or James Archibald, Engineer Hudson and Delaware Canal and Railroad Company, Carbondale, Luzerne county, Pennsylvania. Hudson, Columbia county, New-York, January 20, 1833. F3 d

## SURVEYORS' INSTRUMENTS.

Compasses of various sizes and of superior quality, warranted. Leveling Instruments, large and small sizes, with high magnifying powers with glasses made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by **E. & G. W. BLUNT**, 134 Water street, corner of Maidenlane. J31 d

## ENGINEERING AND SURVEYING INSTRUMENTS.

The subscriber manufactures all kinds of Instruments in his profession, warranted equal, if not superior, in principles of construction and workmanship to any imported or manufactured in the United States; several of which are entirely new: among which are an Improved Compass, with a Telescope attached, by which angles can be taken with or without the use of the needle, with perfect accuracy; also, a Railroad Goniometer, with two Telescopes; and a Levelling Instrument, with a Goniometer attached, particularly adapted to Railroad purposes. **WM. J. YOUNG**, Mathematical Instrument Maker, No. 9 Dock street, Philadelphia.

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested.

In reply to thy inquiries respecting the instruments manufactured by thee, now in use on the Baltimore and Ohio Railroad. I cheerfully furnish thee with the following information. The whole number of Levels now in possession of the department of construction of thy make is seven. The whole number of the "Improved Compass" is eight. These are all exclusive of the number in the service of the Engineer and Graduation Department.

Both Levels and Compasses are in good repair. They have in fact needed but little repairs, except from accidents to which all instruments of the kind are liable.

I have found that thy patterns for the levels and compasses have been preferred by my assistants generally, to any others in use, and the Improved Compass is superior to any other description of Goniometer that we have yet tried in laying the rails on this Road.

This instrument, more recently improved with a reversing telescope, in place of the vane sights, leaves the engineer scarcely any thing to desire in the formation or convenience of the Compass. It is indeed the most completely adapted to later angles of any simple and cheap instrument that I have yet seen, and I cannot but believe it will be preferred to all others now in use for laying of rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully thy friend,

**JAMES F. STABLER**, Superintendent of Construction of Baltimore and Ohio Railroad.

Philadelphia, February, 1833. Having for the last two years made constant use of Mr. Young's "Patent Improved Compass," I can safely say I believe it to be much superior to any other instrument of the kind now in use, and as such most cheerfully recommend it to Engineers and Surveyors.

**E. H. GILL**, Civil Engineer.

Germantown, February, 1833. For a year past I have used Instruments made by Mr. W. J. Young, of Philadelphia, in which he has combined the properties of a Theodolite with the common Level.

I consider these Instruments admirably calculated for laying out Railroads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

**HENRY R. CAMPBELL**, Eng. Philad., Germantown and Norrist. Railroad

## STEPHENSON,

Builder of a superior style of Passenger Cars for Railroads, No. 264 Elizabeth street, near Blocker street, New-York.

**RAILROAD COMPANIES** would do well to examine these Cars; a specimen of which may be seen on that part of the New-York and Harlem Railroad, now in operation. J 15 d

## RAILROAD CAR WHEELS AND BOYS, AND OTHER RAILROAD CASTINGS.

Also, AXLES furnished and fitted to wheels complete, at the Jefferson Cotton and Wool Machine Factory and Foundry, Paterson, N. J. All orders addressed to the subscribers at Paterson, or 60 Wall street, New-York, will be promptly attended to. Also, CAR SPRINGS.

Also, Flange Tires turned complete.

**ROGERS, KETCHUM & GROSVENOR.**

## NOVELTY WORKS,

Near Dry Dock, New-York.

**THOMAS B. STILLMAN**, Manufacturer of Steam Engines, Boilers, Railroad and Mill Work, Lathes, Presses, and other Machinery. Also, Dr. New's Patent Tubular Boilers, which are warranted, for safety and economy, to be superior to any thing of the kind heretofore used. The utmost assurance is given that work shall be done well, and on reasonable terms. A share of public patronage is respectfully solicited. m18



## INSTRUMENTS.

### SURVEYING AND NAUTICAL INSTRUMENT MANUFACTORY.

**EWING & HEARTT**, at the sign of the Quadrant, No. 53 South street, one door north of the Union Hotel, Baltimore, beg leave to inform their friends and the public, especially Engineers, that they continue to manufacture to order and keep for sale every description of Instruments in the above branches, which they can furnish at the shortest notice, and on fair terms. Instruments repaired with care and promptitude. For proof of the high estimation on which their Surveying Instruments are held, they respectfully beg leave to tender to the public perusal, the following certificates from gentlemen of distinguished scientific attainments.

To Ewing & Heartt.—Agreeably to your request made some months since, I now offer you my opinion of the Instruments made at your establishment, for the Baltimore and Ohio Railroad Company. This opinion would have been given at a much earlier period, but was intentionally delayed, in order to afford a longer time for the trial of the Instruments, so that I could speak with the greater confidence of their merits, if such they should be found to possess.

It is with much pleasure I can now state that notwithstanding the Instruments in the service procured from our northern cities are considered good, I have decided preference for those manufactured by you. Of the whole number manufactured for the Department of Construction, to wit: five Levels, and five of the Compasses, not one has required any repairs within the last twelve months, except from the occasional imperfection of a screw, or from accidents, to which all Instruments are liable. They possess a firmness and stability, and at the same time a neatness and beauty of execution, which reflect much credit on the artists engaged in their construction.

I can with confidence recommend them as being worthy the notice of Companies engaged in Internal Improvements, who may require Instruments of superior workmanship.

**JAMES F. STABLER**, Superintendent of Construction of the Baltimore and Ohio Railroad.

I have examined with care several Engineers' Instruments of your Manufacture, particularly Spirit Levels, and Surveyors' Compasses; and take pleasure in expressing my opinion of the excellence of the workmanship. The parts of the levels appeared well proportioned to secure facility in use, and accuracy and permanency in adjustment.

These instruments seemed to me to possess all the modern improvement of construction, of which so many have been made within these few years; and I have no doubt but they will give every satisfaction when used in the field.

**WILLIAM HOWARD**, U. S. Civil Engineer.

Baltimore, May 1st, 1833. To Messrs Ewing and Heartt.—As you have asked me to give my opinion of the merits of those instruments of your manufacture which I have either used or examined, I cheerfully state that as far as my opportunities of my becoming acquainted with their qualities have gone, I have great reason to think well of the skill displayed in their construction. The neatness of their workmanship has been the subject of frequent remark by myself, and of the accuracy of their performance I have received satisfactory assurance from others, whose opinion I respect, and who have had them for a considerable time in use. The efforts you have made since your establishment in this city, to relieve us of the necessity of sending elsewhere for what we may want in our line, deserve the unqualified approbation and our warm encouragement. Wishing you all the success which your enterprise so well merits, I remain, yours, &c.

**R. H. LATHROP**,

Civil Engineer in the service of the Baltimore and Ohio Railroad Company.

A number of other letters are in our possession and might be introduced, but are too lengthy. We should be happy to submit them upon application, to any persons desirous of perusing the same.



## MARRIAGES.

In this city on Thursday morning, 24th inst. by the Rev. Joel Parker, Isaac LITTLEFIELD, Esq. of New Orleans, to Jose PRINE, eldest daughter of Samuel L. Waldo, Esq.

On Monday evening last, by the Right Rev. Bishop Onderdonk John ALPHONSE TARDY, to Cecelia, youngest daughter of Alexis Eustaphie, Russian Consul General, both of this city.

On Tuesday evening, by the Rev. Dr. Varela, Mr. THOMAS REYNS, Jr., to Miss CHRISTIANA BEALY, all of this city.

On Tuesday morning, in the Middle Dutch Church, by the Rev. Dr. Brownlee, Mr. E. J. SWORSE, of this city, to Miss JEMIMA, daughter of the late James Striker, Esq. of Bloomingdale.

On Thursday evening last, at the quarters of Col. Eustis, Fort Monroe, Hon. JOEL R. POINSETT, to Mrs. MARY PRINGLE, both of Charleston, S. C.

In Rochester, on the 14th instant, by the Rev. Mr. Kellogg, Mr. LUTHER TUCKER, editor of the Rochester (N. Y.) Daily Advertiser, to Miss MARY, daughter of E. Sparhawk, Esq.

In St. Matthew's Church, in Unadilla, on the 23d inst., by the Rev. Norman H. Adams, Mr. GEORGE H. NOBLE, merchant of that place, to Miss ELIZABETH B. PAGE, daughter of the Hon. Sherman Page, all of the same place.

On the 23d inst., in St. Peter's Church, Auburn, by the Rev. Mr. Lucas, Isaac T. MINARD, of Baldwinville, to ELIZABETH S., eldest daughter of James D. Wallace, of the former place.

At the residence of the Hon. E. Savage, in Salem, Washington Co., on the 23d ult. the Hon. MICHAEL BROOKS, of Brookgrove, Livingston Co., to Miss ELIZABETH CHATTIN, of the former place.

In London, on Wednesday, the 4th of September, by the Right Rev. the Bishop of London, JOSEPH FENWICK, Esq. to ELIZABETH HUGHES, late of the Park Theatre, New York.

## DEATHS.

On 24th Oct., JOHN BROOME ROGGS, son of JAMES ROGGS, aged 33 years.

The high intellectual endowments of this young man; the spotless purity of his life, and the eager workings of a spirit which the darkness of the shadows of death, that has long menaced its earthly tabernacle, had no power to check; his patience and resignation under long suffering; and his tranquil departure from a world, which his abiding Christian hope and trust had long taught him to look upon as at best a scene of trial to fit him for another; combined to render the early death we here announce, one of deep yet not unmitigated affliction to the parents and relatives, who have long watched his waning health. Their consolation must be found where he whom they mourn found his strength, in the hour of dissolution.

On Friday afternoon, Oct. 25th, at his residence in New York, Lieutenant JOHN A. WISE, of the United States Navy.

This morning, CATHERINE AMANDA, infant daughter of John G. and Catharine Clayton, aged 21 months.

On Saturday last, after a lingering illness, GEORGE W. BENE, aged 34 years, son of Mr. Nathaniel Bune.

On Sunday evening, 26th inst., JOHN MERRITT, in the 76th year of his age.

On Monday morning, Mr. G. Z. HONIG, in his 38th year.

On Sunday morning, after a lingering illness, Miss MARIA BOARD, in the 37th year of her age.

On the 25th inst., after a short illness, Capt. JOSEPH CUTTER, a Revolutionary Soldier, in his 80th year.

On 26th inst., Mr. ABRAHAM STORMS, formerly of Dutchess county.

At Newport, BROCK PRICHAM, aged 160 years and 5 months, a revolutionary pensioner.

At Madisonville, Lou., of yellow fever, on the 29th August last, Mr. SYLVANUS PARSONS, of this city.

In Boston, on Friday morning, Mr. GEORGE HARRISON ORIS, son of the Hon. Harrison G. Oris, aged 23.

At Peekskill, on the 31st inst. MOSES FIELD, late of this city aged 53 years. The poor of this city could not have sustained greater loss in an individual. No man had more enlarged or persevering benevolence in feeding the hungry and clothing the naked, and providing for the sick. His greatest happiness appeared to be to mitigate the sufferings and relieve the wants of the virtuous poor.

At Cowes, Eng., on the 6th ult., GRACE SCUTLER HUNTER, eldest daughter of Robert R. Hunter, Esq. formerly of this city.

On the 15th Sept. at Carthage, of the yellow fever, Mr. ABRAHAM KASHOW, late of this city, aged 34.

## NOTICE TO MANUFACTURERS.

BY SIMON FAIRMAN, of the village of Lansingburgh, in the county of Rensselaer, and state of New-York, has invented and put in operation a Machine for making Wrought Nails with square points. This machine will make about sixty six nails, and about forty ten nails in a minute, and in the same proportion larger sizes, even to spikes for ships. The nail is hammered and comes from the machine completely heated to redness, that its capacity for being clenched is good and sure. One horse power is sufficient to drive one machine, and may easily be applied where such power for driving machinery is in operation. Said Fairman will make, vend and warrant machines as above, to any persons who may apply for them as soon as they may be made, and on the most reasonable terms. He also desires to sell one half of his patent right for the use of said machines throughout the United States. Any person desiring further information, or to purchase, will please to call at the machine shop of Mr. John Humphrey, in the village of Lansingburgh, - August 15, 1833. A30 d R M & F

## INCOMBUSTIBLE ARCHITECTURE.

BY INCOMBUSTIBLE dwelling-houses and buildings of all kinds devised or built in New York, or any part of the United States, as cheap as any other combustible buildings. Actual buildings and houses rendered incombustible at a small additional expense.

SHIPS of all sorts, and Steamboats, rendered incombustible, and not liable to sink, at a small expense.

For sale, 10,000 lbs. of ANTIGNIS, or incombustible Varnish, at one dollar per lb.

Apply to C. S. RAFFINQUE, Professor of Hist. and Nat. Sciences, Chemist, Architect, &c. in Philadelphia, No. 59 North 4th street. A pamphlet given gratis.

References in New-York: Mr. Miner, Editor of the Mechanics Magazine; Messrs. Rushton & Aspinwall, Druggists. Editors in the city or country, copying this advertisement, will receive a commission on any contract procured by their means. S. R. J. M. & F.

## NEW-YORK PRICES CURRENT.

Corrected from the "New-York Shipping and Commercial List" - Wednesday, October 30, 1833.

ASHES	Pot. 1st sort 1833. 100 lbs	4 45	a	—	Rye Flour.....bbl	—	a	3 87	Cider, draught.....bbl	1 75	a	10 00
	Pearl.....do	5 10	a	5 12	Indian Meal.....do	3 75	a	3 87	Do. bottled, box, doz	3 00	a	3 00
BARILLA					Do. ....bhd	16 60	a	16 75	<b>PROVISIONS</b>			
Teneriffe.....ton	—	a	50 00		<b>GRAIN</b>				Beef, Mess.....bbl	5 50	a	9 00
BEESEWAX					Wheat, North riv. bahl	—	a	—	Do. Prime.....do	6 00	a	6 75
White.....lb	31	a	34		Do. Genesee.....do	1 17	a	1 18	Do. Cargo.....do	—	a	—
Yellow.....do	19	a	21		Do. Virginia.....do	1 18	a	1 23	Butter, N. Y. Dairy..lb	14	a	17
<b>BOTTLES</b>					Do. Carolina.....do	1 03	a	1 05	Do. Shipping.....do	8	a	11
Bristol Porter.....gross	7 75	a	8 25		Rye, Northern.....do	—	a	80	Do. Philadelphia.....do	9	a	11
Wines.....do	6 00	a	8 00		Corn, Yellow, North..do	75	a	78	Hog's Lard.....lb	9	a	11
<b>BREAD</b>					Do. White, L. I. & N. J.	75	a	78	For. Mess.....do	16 50	a	17 00
Navy.....lb	—	a	31		Do. Southern.....do	65	a	71	Do. Prime.....do	12 00	a	12 50
Pilot.....do	—	a	42		Barley, North river..do	72	a	78	Do. Cargo.....do	—	a	—
Crackers.....do	31	a	6		Oats, South & North..do	28	a	45	Cheese, American..lb	61	a	74
<b>BRISTLES</b>					Peas, white dry.....do	7 00	a	8 00	Hams, Virginia.....do	9	a	10
Russia, first sort....lb	60	a	—		Do. black eyed.....do	—	a	—	Do. Northern.....do	9	a	10
Do. common.....do	20	a	35		Beans.....do	8 00	a	11 00	<b>RAGS</b>			
American.....do	15	a	44		<b>HEMP</b>				Foreign.....do	2	a	5
<b>CANDLES</b>					Russia.....ton	170 00	a	175 00	Country.....do	2	a	5
Mould, tallow.....lb	131	a	14		Manilla.....do	160 00	a	170 00	<b>RICE</b>			
Dipped.....do	11	a	13		Sisal.....do	—	a	—	100 lb	3 00	a	3 04
Sperm.....do	33	a	35		American dew-rot....do	100 00	a	120 00	<b>SALT</b>			
<b>CLOVERSEED</b>					Yarns, Kentucky.....lb	—	a	—	Turk's Island.....bahl	45	a	—
Coal.....do	—	a	—		<b>HIDES</b>				Isle of May.....do	—	a	—
Liverpool.....childron	11 00	a	11 50		La Plata & R. Grande..lb	14	a	15	St. Ubes.....do	30	a	40
Scotch.....do	—	a	7 00		Brazil.....do	10	a	12	Calis.....do	36	a	35
Sidney & Bridgeport..do	6 00	a	8 50		Do. wet sales.....do	7	a	71	Lisbon.....do	—	a	35
Albion.....do	7 75	a	8 00		Oronoco.....do	121	a	111	Liverpool ground....do	—	a	31
Virginia.....do	8 00	a	9 00		W. India & Southern..do	10	a	113	Do. blows.....do	—	a	—
Anthracite.....ton	6 50	a	6 25		S. A. Horse.....piece	1 15	a	1 35	Do. sack do.....sack	1 00	a	2 00
<b>COFFEE</b>					<b>HONEY</b>				<b>SALTETRE</b>			
Cuba.....lb	11	a	131		Havana.....gallon	45	a	47	Refined.....lb	8	a	81
Brazil.....do	12	a	131		<b>HOPS</b>				Crude E. I.....do	61	a	61
Porto Rico.....do	121	a	131		First sort, 1833.....lb	30	a	22	<b>SOAP</b>			
Laguaira.....do	121	a	131		Second sort, do.....do	—	a	—	New-York, Brown..lb	51	a	61
St. Domingo.....do	—	a	121		<b>HORNS</b>				Castile.....do	11	a	12
Java.....do	13	a	14		Ox.....do	100	a	30 00	<b>SPELTER</b>			
Jamaica.....do	—	a	—		<b>INDIGO</b>				SPRITS			
<b>COPPER</b>					Bengal.....lb	1 25	a	1 75	Brandy, Ot. D. & Co. gal	1 50	a	1 00
Sheeting.....lb	221	a	23		Manilla.....do	90	a	1 25	Do. Rochelle.....do	1 30	a	1 371
Fig.....do	161	a	17		Caraccas.....do	1 30	a	1 371	Do. Bordeaux.....do	1 25	a	1 30
Old.....do	17	a	171		Guatemala.....do	80	a	1 31	Rum, Jam. 4th proof..do	95	a	1 131
Dolt.....do	24	a	—		<b>IRON</b>				Do. St. Croix, 3d do..do	85	a	1 00
<b>CORDAGE</b>					Fig, Engl. & Scotch..ton	37 50	a	45 00	Do. Wind. Isl. 3d do..do	80	a	85
Foreign.....lb	31	a	11		Do. American.....do	30 00	a	40 00	Do. N. Orleans, 1st do..do	46	a	55
American.....cwt	91	a	10		Bar, do.....do	72 50	a	75 00	Do. N. Eng. 1st do..do	37	a	38
<b>CORKS</b>					Do. Russia, F. S. I. do	—	a	92 50	Gin/Holl'd, Meder Swan	—	a	1 121
Yelvet.....gross	38	a	45		Do. new Sable do.....do	—	a	85 00	Do. Hour Glass.....do	1 00	a	1 10
Common.....do	30	a	33		Do. Sweden.....do	80 00	a	—	Do. Fine Apple.....do	1 10	a	1 121
Phial.....do	5	a	12		Do. English ass'd. do	72 50	a	75 00	Do. Imperial.....do	—	a	1 00
<b>COTTON</b>					Sheet, English.....cwt	6 25	a	6 75	Do. Country.....do	37	a	43
New Orleans.....lb	15	a	18		Peru L. Co. flat & sq. ton	—	a	—	Whiskey, Rye.....do	30	a	31
Upland.....do	13	a	161		Do. round.....do	—	a	—	Cider Brandy.....do	28	a	30
Alabama.....do	131	a	17		Hoop, American.....cwt	6 00	a	6 25	<b>STEEL</b>			
Tennessee.....do	121	a	141		Do. English.....do	6 25	a	6 50	German.....lb	101	a	111
<b>COTTON BAGGING</b>					<b>JUNIPER BERRIES</b>				English.....do	11	a	11
Hemp.....yd	22	a	25		<b>LEAD</b>				Trieste, in boxes....do	7	a	71
Flax.....do	18	a	20		Fig.....lb	—	a	6	American.....do	61	a	6
Do. American.....do	22	a	25		Bar.....do	—	a	6	<b>SUGARS</b>			
<b>DUCK</b>					Sheet.....do	61	a	—	British Island.....lb	71	a	91
Russia, U. X. ....oolt	18 75	a	17 50		Old.....do	51	a	51	St. Croix.....do	8	a	10
Do. Brulaguins.....do	—	a	—		<b>LEATHER</b>				New Orleans.....do	71	a	91
Do. Zottof & Konopff..lb	50	a	15 75		Sole, Oak tanned.....lb	18	a	27	Havana, White.....do	9	a	101
Do. 3d quality.....do	15 00	a	—		Do. Hemlock.....do	161	a	18	Do. Brown.....do	71	a	8
Do. inferior.....do	11 00	a	14 00		Do. damaged.....do	121	a	141	Do. Muscovado.....do	8	a	9
German, Half.....do	11 00	a	—		Upper, dressed.....side	75	a	2 75	Porto Rico.....do	8	a	9
Holland, A. A. ....do	24 00	a	—		Do. undressed.....do	1 00	a	2 25	Brazil, White.....do	81	a	9
Ravens.....do	6 00	a	7 50		<b>LUMBER</b>				Do. Brown.....do	71	a	8
Amer. Joy's, all flax..do	11 00	a	14 30		Boards, N. E. ....M ft	16 00	a	17 00	Lump.....do	13	a	15
Do. No. 1 & 2.....do	11 00	a	14 30		Do. East'n Pine do..do	17 00	a	18 00	Loaf.....do	16	a	18
Do. Phenix Mills, Pa.terson, flax, No. 102	16 00	a	13 00		Do. Albany do. pce	17	a	18	<b>SUMAC</b>			
Do. cotton, Paterson..do	10 00	a	—		Plank, Georgia do. M ft	25 00	a	35 00	Sicily.....do	70 00	a	—
Do. No. 1 & 10.....yd	26	a	29		Staves, W. O. pipe....do	62 00	a	65 00	Trieste.....do	—	a	40 00
<b>DYE WOODS</b>					Do. do hhd.....do	40 00	a	44 00	American.....do	—	a	30 00
Brazillette.....ton	28 00	a	30 00		Do. do btl.....do	30 00	a	—	<b>TALLOW</b>			
Camwood.....do	—	a	80 00		Do. R. O. hhd.....do	—	a	27 00	Foreign.....do	9	a	91
Fustic, Cuba.....do	—	a	90 00		Heading W. O. ....do	19 00	a	60 00	American.....do	9	a	91
Do. Tampico.....do	—	a	27 00		Hoops.....do	25 00	a	30 00	<b>TIMOTH. SEED</b>			
Do. Maine.....do	20 00	a	22 00		Scantling, Pine.....do	15 00	a	18 00	TIN			
Logwood, Camp'hy..do	26 00	a	27 00		Do. Oak.....do	30 00	a	25 00	Block, S. American..lb	—	a	13
Do. St. Dom.....do	21 00	a	22 00		Timber, Oak.....sq. ft	30	a	25	Do. East India.....do	—	a	131
Do. Jamaica.....do	—	a	19 00		Do. Geo. Yell. Pine do	25	a	30	Flates, & M.....box	—	a	9 00
Nicaragua, Bonaire..do	—	a	45 00		Shingles, Cypress. M ft	4	a	10	<b>TOBACCO</b>			
Do. Coro.....do	—	a	50 00		Do. Pine.....bundle	—	a	—	Richmond & Peterab..do	4	a	8
Do. Hache.....do	65 00	a	70 00		<b>MOLASSES</b>				North Carolina.....do	—	a	—
<b>FEATHERS</b>					Marrisque & Guad. gall	29	a	32	Kentucky.....do	31	a	9
Live, Foreign.....lb	14	a	30		English Islands.....do	28	a	33	Cuba.....do	8	a	16
Do. American.....do	33	a	42		Havana & Matanzas..do	37	a	31	St. Domingo.....do	9	a	16
<b>FISH</b>					Trinidad de Cuba....do	32	a	33	Manufactured, No. 1..do	11	a	13
Dry Cod.....cwt	9 50	a	9 221		New Orleans.....do	30	a	33	Do. No. 2 do.....do	8	a	9
Scale.....do	—	a	1 75		<b>MUSTARD</b>				Do. No. 3 do.....do	7	a	8
Pickled Cod.....bbl	—	a	—		English.....lb	25	a	31	Ladies' Twist.....do	15	a	15
Do. Salmon.....do	14 50	a	15 40		Do. in bottles.....doz	1 25	a	1 371	Gavendish.....do	13	a	17
Smoked do. ....lb	—	a	—		American.....lb	20	a	30	<b>TORTOISE SHELL</b>			
Mackerel No. 1.....bbl	6 00	a	6 25		Do. in bottles.....doz	75	a	1 25	9 00	a	10 50	
Do. No. 2.....do	—	a	5 00		<b>NAILS</b>				<b>TWINE</b>			
Do. No. 3.....do	—	a	3 371		Cut, 4d to 4dd.....lb	—	a	6	Seine 34 lb.....lb	—	a	30
Shad, Conn. Mess....do	9 00	a	9 60		Cut, 3d.....do	7	a	8	Sewing.....do	30	a	34
Do. Bucksport, do..do	—	a	—		Cut, 2d.....do	—	a	81	India.....do	14	a	16
Herrings.....do	2 25	a	2 50		Wrought.....do	10	a	161	<b>WHALEBONE</b>			
Do. Smoked.....box	36	a	90		<b>NAVAL STORES</b>				Slab.....lb	—	a	20
<b>FLAX</b>					Tar.....bbl	1 671	a	2 00	<b>WINES</b>			
Russia.....lb	111	a	12		Pitch.....do	1 60	a	1 621	Madeira.....gall	1 131	a	2 25
American.....do	81	a	10		Rosin.....do	1 121	a	1 75	Sherry.....do	80	a	2 00
<b>FLAXSEED</b>					Turpentine Wilm. soft.	—	a	8 121	Canary, Cogswell's..do	90	a	1 371
Clean.....cask	—	a	—		Do. North Co. do, do	—	a	2 75	Tenerife L. F.....do	75	a	1 121
Rough.....do	12 35	a	12 50		Spirits Turpentine, gall	40	a	42	Do. Cargo.....do	60	a	70
<b>FLOUR AND MEAL</b>					<b>OILS</b>				Malaga, dry.....do	40	a	40
New York suprine..bbl	—	a	5 621		Florence 30 flasks..box	4 30	a	5 00	Do. sweet.....do	44	a	40
Troy.....do	5 621	a	5 69		French 12 bottles..bask	3 25	a	4 00	Claret.....cask	13 00	a	30 00
Western Canal.....do	5 621	a	5 81		Do. ....gallon	96	a	1 00	Do. in bottles.....doz	3 00	a	6 00
Philadelphia.....do	—	a	6 00		Linseed, American..do	91	a	96	Port.....gall	70	a	1 871
Baltimore Howard aido	6 371	a	6 50		Do. Eng. & Dutch..do	—	a	96	Lisbon.....do	80	a	1 30
Richmond City Mills..do	—	a	7 00		Whale.....do	25	a	36	Marcellis Madeira..do	42	a	50
Do. Country.....do	6 121	a	6 25		Do. refined.....do	—	a	—	Catalonia.....do	30	a	40
Georgetown.....do	6 121	a	6 371		Sperm, Summer.....do	93	a	95	<b>WOOL</b>			
Alexandria.....do	6 00	a	6 25		Do. Winter.....do	1 03	a	1 15	Merino, Am. fleccc..lb	41	a	57
Fredericksburg.....do	—	a	—		Liver, Straits.....bbl	—	a	14 00	Do. pulled.....do	45	a	30
Petersburg.....do	6 121	a	6 25		Do. Shores Bank do	13 00	a	13 00	Common.....do	30	a	35
Scratched and fine..do	—	a	5 371		<b>PLASTER PARIS</b>				Pulled, spinning....do	40	a	45
Fine middlings.....do	—	a	5 00		Porter, London.....doz	2 50	a	2 75	Lambs, 1st quality....do	21	a	84
					Do. American.....do	1 75	a	2 00	Do. 2d quality.....do	21	a	84
									Do. 3d quality.....do	21	a	84